



Victory under the sea 1939-45

SUBMARINE CENTURY Pt 3 inside



Fifty years on – the Sea Vixen story

> FIRST FLIGHT ANNIVERSARY FEATURE p8-9



Duke of darkness

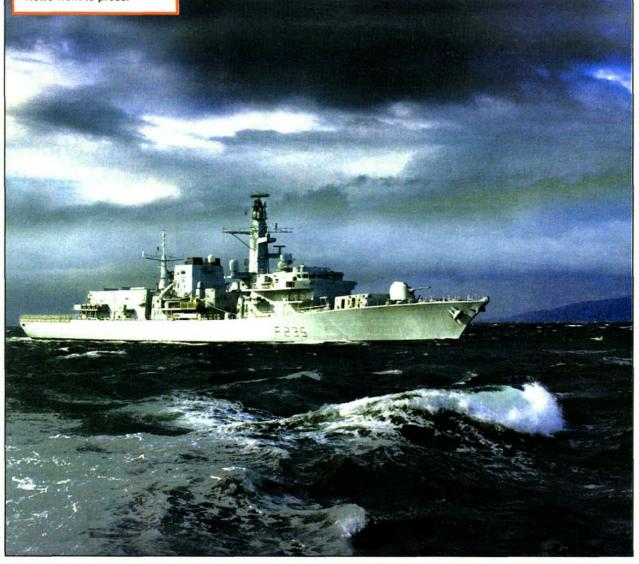
ON a dark sea and under lowering skies a chink in the clouds allows enough sunlight to shine on the Duke-class frigate HMS Monmouth to give this dramatic effect.

The picture, taken by PO(PHOT) Jim Gibson, has been nominated by Navy News for an award in the Peregrine Trophy event – the competition for RN photographers.

photographers.

Meanwhile Monmouth –
nicknamed the Black Duke
after the beheaded, illegitimate son of Charles II –
won the honour of escorting the frigate USS Winston
S. Churchill on her arrival
in British waters for the
International Festival of the
Sea at Portsmouth, taking
place soon after Navy
News went to press.

RNTO HOST QUEEN'S BIG



Forces to stage Jubilee show at Naval base

THE ROYAL NAVY at Portsmouth has been chosen to host the tri-Service military celebration attended by the Queen to mark her Golden Jubilee.

Accompanied by the Duke of Edinburgh, she will witness military displays and meet members of the Armed Forces during her visit to the Naval base on June 27 next year.

On the programme is a lunch at HMS Excellent with Service people "at the junior end of the spectrum".

A project team to arrange the Royal couple's private visit to the Armed Forces has been formed under Commodore Geoffrey Edwardes. It includes two Royal Navy Commanders, a Lieutenant Colonel from the Army, and an RAF Wing Commander and Squadron Leader.

The day will reflect the role of the Forces in the 21st century, with particular emphasis on joint service.

The Queen and Duke of Edinburgh will be greeted by a tri-Service guard at HMS Excellent on Whale Island where Her Majesty will view large, static displays on the upper lawn.

plays on the upper lawn.

They will all be tri-Service and planned along the lines of film sets to depict the lives of Forces personnel and the environments in which they work. A number of Service personnel and their families will be invited to witness the event.

will be invited to witness the event.

After lunch the Royal couple will go to
Portsmouth Naval Base where, from an
aircraft carrier, they will view a dynamic
display in the northern (Fountain Lake)

area of the harbour.

They will then sail down the harbour where ships alongside will pay marks of respect and will have embarked personnel from their affiliated regiments and air squadrons. A tri-Service fly-past will also take place at that point.

At the southern end of the harbour, the Queen will be escorted to her helicopter departure point by an Army detachment.

■ WORLDWIDE MISSIONS FOR FRIGATES p26-27 ■ SUPPORT SHIP HONOURED p2

Last Naval link with Mercury is ending

THE NAVY's last links with the site of the former Communications School at HMS Mercury end in November when the Special Communications Unit Leydene leaves its adjacent location.

When Mercury, near Petersfield in Hampshire, closed in 1993 it was not regarded as cost-effective to move SCU Leydene with it. Now, further rationalisation and changes in investment appraisal show that a move will be value for

The unit will move to HMS Collingwood at Fareham at the end of November provided the new facility there – Leydene Building – is completed in time.

Operations from the building

will begin on December 3 and training on December 14. The White Ensign will be

hauled down for the last time at the current site on November 29 at a ceremony to which staff and their families will be invited, as well as former commanding offi-cers of the unit.

Applications to attend must be made by other previous members of staff. Details are published in General Defence Council Instruction 186/01 and the contact number for the closure and move officer, Lt T. J. Davison, is 01730 82 4332 (fax 01730 82 4202). The several trophies that the

The several trophies that the SCU holds – including many which were HMS Mercury's – will be returned to the RN Trophy Centre at HMS Nelson.

Value of **Defence** is £86bn – or is it?

A NATIONAL Asset Register - a sort of Doomsday Book which attempts to quantify in financial terms the nation's possessions -has concluded that the Armed Forces have at least £86 billion

worth of equipment, property, etc. It shows that among the most valuable assets are the Navy's

Trident submarines which form
Britain's nuclear deterrent.
However, Defence sources
acknowledge that MOD's assets
cannot be valued in financial
terms alone and that a price tag could not be attached to the bene-fits of national security.

Public asked to pick top sailors

BRITAIN's boating enthusiasts will have an opportunity to nomi-nate British Nautical Award winners at Southampton Boat Show

on September 14-23. The 11 categories in which the public can make nominations include Yachtsman of the Year, Young Sailor of the Year, and a Marine Environmental Award.



Ex-RN pilot meets Zero ace who shot him down

FORMER Japanese Zero ace Kaname Harada meets the Fleet Air Arm flier who fell victim to his guns during Admiral

Nagumo's carrier strike on Ceylon in 1942. Cdr John Sykes RN (retd), a sub-lieutenant at the time, met his opponent in far more friendly circumstances at the Fleet Air Arm Museum at



RN air station Yeovilton. With them is Museum Director Graham Mottram.

Cdr Sykes flew one of the two RN Fairey Fulmars to take part in the dogfight on April 5 almost 60 years ago. No match for the Zero fighter (left) against which it was pitted, the Fulmar was shot to pieces, but Cdr Sykes managed to crash-land it in a paddy field, walking away from the wreckage unhurt.

His was one of five British fighters shot down

by Kaname Harada that day.

The Japanese ace, who has nine victories to his credit, continued to fly until he was seriously injured in combat in the South-West Pacific. He also took part in the pivotal Battle of Midway where he was forced to ditch in the sea after his carrier, the Soryu, had been sunk.

Fleet ROYAL Auxiliary ship that brought relief to thou-**Auxiliary** that sands of victims of the Mozambique floods last year has been awarded the Naval Wilkinson Sword of Peace.

The replenishment ship RFA Fort George and embarked helicopters from 820 Naval Air Squadron took essential supplies to the people in the central and northern areas of the country during the devastating

floods in March 2000. Also honoured – with a special tri-Service Sword of Peace – was 22 Field Hospital which for over a year up to last January was respon-sible for medical support in Bosnia and Kosovo.

The unit deployed a total of almost 700 Regular and Reserve personnel in rotation from all three Armed Forces

They served either in Sipovo, Bosnia, or the Reynolds Hospital in Pristina, Kosovo, providing hos-pital facilities for UK Service people, UN Forces and the local population, treating a total of over 1,000

They also repaired and improved civil medical facilities and trained local personnel.

Medics and RFA mercy ship win peace prizes

Speaking of the award to the ship, C-in-C Fleet, Admiral Sir Alan West said: "This is an outstanding achievement, and the men and women of RFA Fort George and the embarked elements of 820 NAS should be justifiably proud of this recognition on the success of their contribution to the relief

"The award is a fitting testament to the essential role played by the RFA in supporting the Royal Navy and British Forces overseas."

During the operation sailors and airmen worked 18-hour days in hot and humid conditions to load the ship with hundreds of tonnes of food, water, medical stores and tents at Beira port.

The cargo then had to be trans-ported to areas further south here the need was urgent.

For his role in the operation, Capt Les Coupland RFA, Fort George's Commanding Officer, was awarded the OBE in the New Year's Honours List.

Lancaster salute

provides a rare sight over Portsmouth as it salutes the frigate HMS Lancaster (F229) as she returns from a hot, five-month deployment to the





chooses to mark 60th anniversaries

BECAUSE fewer veterans are around to participate in the commemoration of 75th anniversaries, the Ministry of Defence is now commemorating 60th anniversaries of wartime events.

It had been MOD practice to take part in 25th, 50th, 75th anniversaries and centennials.

Now special commemorative events will normally be initiated by the Ministry only for Jubilees of the Sovereign's Accession and 50th and 60th anniversaries and centennials of the greatest national significance.

For the 60th anniversary of World War II, each Service has chosen one representative battle for funded commemora-

tion. For the Navy it will be the 60th anniversary of the turning-point of the Battle of the Atlantic in 2003. The Army will mark El Alamein in 2002, while the RAF chose to commemorate the Battle of Britain.

There will be one funded tri-Service commemoration - marking in 2005 the 60th anniversary of the end of the war. There will also be a funded Service commemoration in 2003 for the effective end of the Korean War.

MOD makes it clear that responsibility for initiating and organising other commemorative events lies with external individuals or groups such as veterans associations.

There is no provision in the Defence budget for veterans' visits or other

activities. Similar circumstances apply to Service widows with the exception of the War Widows' Pilgrimage Scheme operated on behalf of MOD by the Royal British Legion.

Committee MOD's Commemorations will keep under review anniversaries during the next five years and events organised externally to commemorate them. It will make recommendations where it considers that major participation would be appropriate, such as attendance by a member of the Royal Family (except on a purely Regimental or similar basis) or by a Minister or four-star officer.

Other events will be classed as minor. They will be supported in Britain as far as possible by local Commands without reference to MOD, while overseas they will be handled under similar conditions by British embassies

However, the guidelines do not apply to such events as the Queen's Birthday Parade; Battle of Britain commemorative events; Remembrance Sunday services; events such as the Service of Thanksgiving after the Falklands campaign; memorial services for individuals: and the use of Service bands (for which rules already exist).

The cost of any other events will have to be met by the organisers.

Details of the policy are the subject of General Defence Council Instruction

New hotel given the name of hero sailor

THE CAMPAIGN supported by Navy News to honour a war hero in his home town of Tamworth has achieved another remarkable success - the naming of a new hotel after AB Colin Grazier who died while recovering war-winning Enigma coding material from a U-boat.

A development company is spending £1 million on converting Tamworth's Old Police Station into a luxury hotel – the Colin Grazier Hotel, due to open this

month.
Phil Shanahan, chairman of Tamworth's Colin Grazier Memorial Committee and Deputy Editor of the campaigning Tamworth Herald, sees this latest development as yet another mile-stone in the drive to win recognition for Grazier and the two other men from HMS Petard who were involved in the Mediterranean operation in 1942.

Lt Tony Fasson, who also died in the action, will have the upper lounge of the hotel named after him, while a third participant -Naafi assistant Tommy Brown (who was killed later in the war) will be remembered through the name of the hotel's lower bar.

Plans to erect a memorial sculpture in Tamworth to all three men are progressing, and streets in the town have been named after them.

Sailor chums die in crash

TWO young ratings from RN air station Culdrose died as a result of a car crash on July 25.

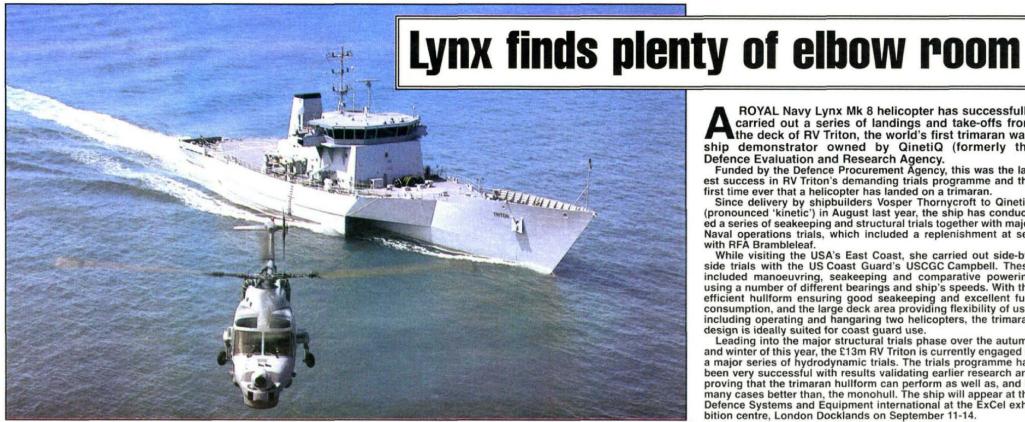
AEM1 Jason Roberts, the passenger in a car driven by AEM1 Adam Reader, died at the scene of the accident just outside Helston, Cornwall. AEM Reader died the next day at the Royal Cornwall Hernital Tralisko Hospital, Treliske. Both were returning to

Culdrose when their car was in collision with another. The driver of the other car escaped serious

Centre goes off with a bang

AN EXPLOSIVES disposal team from the Navy's Southern Diving Unit at Portsmouth ensured that the launch of a new conference and training centre went off with a bang when they were called in to

Over 80 business people from the South witnessed the launch of the hi-tech centre and corporate entertainment venue at Explosion. the interactive Museum of Naval Firepower at Priddy's Hard, Gosport, a former Navy armaments depot. The venture has been funded by the Millennium



ROYAL Navy Lynx Mk 8 helicopter has successfully carried out a series of landings and take-offs from the deck of RV Triton, the world's first trimaran war-ship demonstrator owned by QinetiQ (formerly the Defence Evaluation and Research Agency.

Funded by the Defence Procurement Agency, this was the latest success in RV Triton's demanding trials programme and the

first time ever that a helicopter has landed on a trimaran.

Since delivery by shipbuilders Vosper Thornycroft to QinetiQ (pronounced 'kinetic') in August last year, the ship has conducted a series of seakeeping and structural trials together with major Naval operations trials, which included a replenishment at sea

with RFA Brambleleaf.
While visiting the USA's East Coast, she carried out side-byside trials with the US Coast Guard's USCGC Campbell. These included manoeuvring, seakeeping and comparative powering using a number of different bearings and ship's speeds. With the efficient hullform ensuring good seakeeping and excellent fuel consumption, and the large deck area providing flexibility of use, including operating and hangaring two helicopters, the trimaran design is ideally suited for coast guard use.

Leading into the major structural trials phase over the autumn and winter of this year, the £13m RV Triton is currently engaged in a major series of hydrodynamic trials. The trials programme has been very successful with results validating earlier research and proving that the trimaran hullform can perform as well as, and in many cases better than, the monohull. The ship will appear at the Defence Systems and Equipment international at the ExCel exhibition centre, London Docklands on September 11-14.

New LCPVs prove their worth

Bigger, faster landing craft ordered for assault ships

THE MINISTRY of Defence has placed an order worth around £9 million for 12 new landing craft with FBM Babcock Marine Ltd at the Rosyth Royal Dockyard.

It will take three years for the yard to complete the work.

Announcing the order, Defence Under Secretary Dr Lewis Moonie said: "These landing craft can carry half as much again as the vessels they will replace and are much faster.

"The large assault ships HMS Albion and Bulwark, which are both due to enter service in 2003, will each carry and operate four of

"This order was won against stiff competition from three other UK shipyards and is very good value for money. The contract has been placed at a price slightly below the costs we originally projected."

The new vessel – Landing Craft Vehicle and Personnel Mk V – is constructed of aluminium and is expected to have a service life of about 20 years. An early batch has already proved highly successful during operations around the world from the helicopter carrier HMS Ocean. Some 15.7m long with a maxi-

mum loaded displacement of 24 tonnes, they have a top speed of 24 knots and a range of 210 nautical miles.

They are crewed by three Royal Marines and can carry a Royal Marines rifle troop of 35 men or two light trucks.

HMS Albion and Bulwark will each carry four LCVPs on davits on the superstructure of the ships. The remaining four vessels of the batch will be used for training and as trials

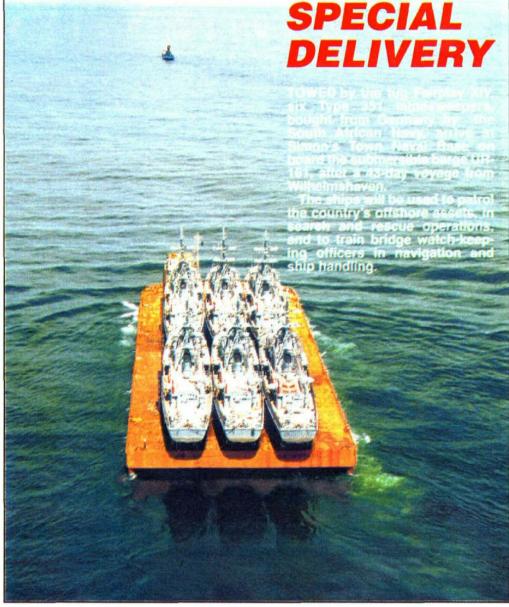
The LCPV Mk 5 will come into service in July next year when the first four will form HMS Albion's Assault Squadron.

The contract contains options for up to four more which could be exercised within the next two

Maltese Fair

A MALTESE Fair to mark the 57th anniversary of the end of the siege of Malta in 1944 will be held at Westminster Cathedral Hall on September 8 from 10am to 2pm followed by Mass and a variety





Coventry's

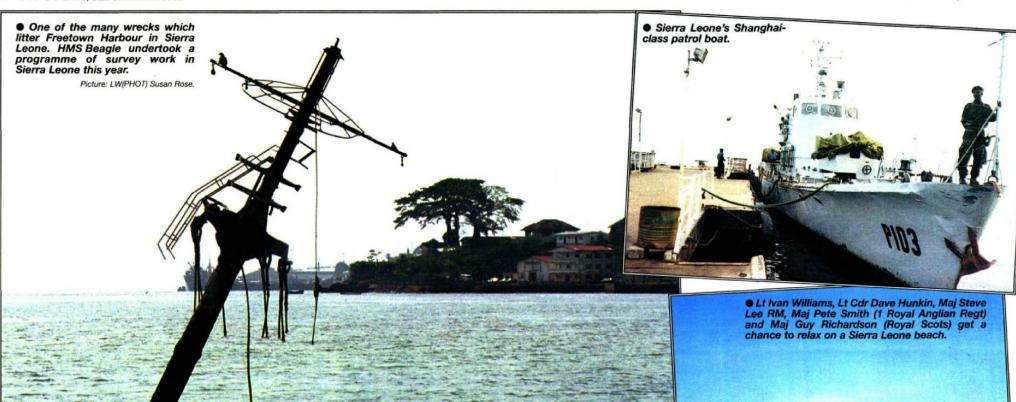
FOR what will have been the last time, Ship's Company of HMS Coventry have exercised their right to march through the City of Coventry with "swords drawn, bayonets fixed, colours flying and bands playing.

The Type 42 destroyer, which last exercised her right of the Freedom of the City in July, 1989, is programmed for

disposal early next year.
On this occasion the ship's guard and marching platoons were accompanied by the Band of HM Royal Marines from the Commando Training Centre, Lympstone.

For the rest of this year, Coventry will be deployed to the Western Atlantic, conducting exercises, counter-drug operations and defence diplomacy tasks in the Caribbean.

●The Lord Mayor of Coventry, Cllr Dave Chater, inspects the Guard, escorted by Lt Cat Bell.



RN role grows in Sierra Leone

SIERRA Leone no longer features in the daily news bulletins, as other, more pressing theatres of operation take their place in the headlines, writes Lt Cdr Dave Hunkin.

Yet the UK mission in the West African state continues apace, and has scored some notable recent successes.

And while warships deployed off the coast provide reassurance to the local community and are a highly-visible example of the UK's continuing commitment to Sierra Leone, the Royal Navy contingent serving ashore has grown as the Joint nature of the operation is fully exploited, with an increasing number of posts being filled by RN and Royal Marines personnel.

The Royal Navy has been involved in Sierra Leone for almost 200 years – the first Governors were RN officers and, in the early 1800s, a small flotilla of warships operated from Freetown combating the slavery trade.

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The Navy operated from capital Freetown during both World Wars, protecting merchant shipping en route to South Africa, Australia and the Middle East, and it was an important staging post during the Falklands War in 1982.

Following on from Operation Basilica, Op Silkman began last November when it became clear that a more permanent presence was required to complete the British mission in Sierra Leone.

During Op Silkman, the RN presence ashore has grown, with RN and RM personnel playing an increasingly important role in all operational areas.

In the Joint HQ in Freetown, RN personnel have taken the lead in contingency planning, civil and military co-operation and operational co-ordination and liaison.

One indication of jointery at work was the fact that Army personnel were woken recently by PO(TSSM) Mark Fuller's fine rendition of 'Call the hands' on a Bosun's Call lent by HMS Beagle.

Junior and senior rates are employed around Freetown, assisting with driving duties, security, stores accounting, administration and property management.

The Navy has been supporting 34 Field Hospital with medical staff since its establishment earlier in the year and a leading regulator has been deployed to work within a very busy RAF Police detachment.

Royal Marines continue to deploy as part of the International Military Advisory and Training Team (IMATT), advising Sierra Leone Army units in the field. The past six months have seen a

The past six months have seen a marked improvement in Sierra Leone. The country had a relatively peaceful Christmas and New Year, with Freetown free of the echoes of automatic gunfire for the first time in ten years.

There remained, however, areas of fighting between the Revolutionary United Front (RUF) and various factions.

The humanitarian crisis reached record proportions at Easter, and the UN agencies were stretched to the limit coping with floods of refugees.

were stretched to the limit coping with floods of refugees.

The uniting cause for all agencies in the peace process remains the disarmament and demobilisation of the RUF and other armed groups.

other armed groups.

The delivery of a co-ordinated, coherent package for excombatants is the key to offering an alternative to fighting and a cessation of violence.

sation of violence.

In May the UN began a successful disarmament process in the Kambia district, and many thousand ex-combatants disarmed, allowing the newly British-trained Sierra Leone Army (SLA) to re-occupy large parts of previously rebel-held territory without a shot being fired.

Initial indications are that the warring factions recognise the futility of armed struggle and are eager to pursue a political path to enable them to play a full part in the forthcoming elections.

in the forthcoming elections.

British troops have now trained upwards of 8,000 members of the SLA, which has become a potent and credible fighting force should the rebels choose to return to violence.

choose to return to violence.
Similarly the Sierra Leone
Navy (SLN) has received training
from both RN IMATT personnel
and patrolling RN warships.

Li Cdr Sam Seward, who has been in Sierra Leone since last August, has worked almost singlehandedly in training the SLN in various maritime operations. The SLN now conducts fishery protection and anti-smuggling patrols as well as supporting the SLA.

They were heavily involved in

They were heavily involved in the re-occupation of Kambia district, putting SLN patrols ashore to reassure locals and deploying SLA units up the many miles of rivers that cross the region.



 Lt Cdr Dave Hunkin spreads some entente cordiale amongst Guinean forces near the border shortly after the disarming of rebel forces in the area.

The beauty of beaches in Sierra Leone belies the berrer and destruction seen in many villages.	
The beauty of beaches in Sierra Leone belies the horror and destruction seen in many villages as a result of the actions of rebel forces.	
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NAVY NEWS, SEPTEMBER 2001

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Recognition at last for a few Cold Warriors

Treason to go down

IN CONNECTION with your review of Commanding Officers (July issue), I recollect reading an Admiralty Fleet Order early in World War II to the effect that captains were ordered not to go down with their ships as tradition demanded, as while vessels could be relaunched, there was a grave shortage of regular RN senior officers who could not be replaced.

It was mentioned that in those difficult times it would border on committing treason to waste all their knowledge and experience of seamanship gained by Naval College training by wantonly throwing their lives away in this manner. - R. Scopes, Finedon, Northants.

MY FATHER, Leading Cook F. Hanley, was one of the survivors from the aircraft carrier HMS Courageous, torpedoed and sunk SW of Ireland on September 17, 1930 with the tracia loss of 515. 1939 with the tragic loss of 515 officers and men.

Among the papers I inherited from him were several remarkable photographs of the ship taken as she was sinking by an officer in an escorting destroyer and later published in the Daily Express.

They clearly state and show that her captain, Capt W. T. Makeig-Jones, did not leave her and went down with the ship. He can be seen on the bridge, saluting the White Ensign.

Also among those lost in this fine, outstanding ship were some Royal Air Force men - and, most tragically of all, eight boys. – R. K. Hanley, Leicester.

Thank you cadets

IN RESPONSE to my letter 'Eastney's First Boy' printed in the June issue, I received an invitation from CSgt J. M. Coomber to attend the RMVCC Parade on

My father and his contemporaries would be proud of their success over the past 100 years. Thankyou cadets for an excellent day. – F. C. Pitt, Exeter.

It ain't half hot, mum hen as now

REGARDING HM ships serving in The Gulf in the summer heat, things do not appear to have changed one iota.

While serving in the cruiser HMS Superb in February 1956 we were ordered from Portland work-up, completed, to get through the

Suez Canal as soon as possible. Summer in the Gulf is quite warm - it was impossible to live in the E.M.s' Mess directly under the boat/crane deck and so we worked a system with two other cruisers. whereby one sat in the Gulf, one in the Red Sea and one in Ceylon on

rest and recreation.
In Trincomalee in April the First Sea Lord, Earl Mountbatten, came on board and gave the ship's company the Forgotten Army speech, updated to the Forgotten Ship.

He assured us that Superb was

well to the fore in the minds of those at the Admiralty. He explained that our presence was a great help during the present troubles, but that he would ensure that we were not kept there a moment longer than absolutely necessary, as Superb had been built for Arctic and Atlantic warfare, not the Gulf.

warfare, not the Guit.

His parting shot was: "I wonder when we last treated a cruiser so hadly in peacetime. - C. T. badly in peacetime. Newsham, Weymouth

Dropping stitches?

REGARDING the letter 'Stitches in Time' (July issue) about embroidered samplers - "Bless us Lord and Keep us Free" etc hanging above the beds in the POs' Mess on Whale Island, I would suggest it is highly probable that the embroidery was done by the men themselves.
I served in the Andrew from

1957-66, during which time I embroidered several dressing table sets and a table runner for my mother and also took up rug making in my last ship, HMS

This was done mainly at sea just to pass the time when getting fed up with tiddly rope work etc.

Though not a common practice and one that sometimes caused a few raised eyebrows, my messmates did not seem to think it too strange and I have seen other matelots similarly occupied.

Not so very long ago Navy News featured another ex-matelot from Kent who spends his time completing needlework pictures to raise money for charities such as

I myself completed three kneelers for the Falkland Islands Memorial Chapel at Pangbourne College, Reading, following a request for volunteer needle-workers in *Navy News* a year or so

I would therefore suggest that the practice, far from being unheard of, did occur and for all I know may still be going strong today. - R. G. Windebank, Romney Marsh.

I AM sure that N. R. Simpson (July issue) is not alone in deploring the absence of any official recognition of the activities of the Submarine Branch during the Cold War.

Whether a Cold War bar will indeed be issued to the 1962 General Service Medal remains to be seen, but work did in fact begin more than four years ago on a book that would provide acknowledgement of a different

It takes as its framework the Naval careers of half a dozen Cold War submarine COs, covering patrols from the early Fifties to the fall of the Berlin Wall, together with the Falklands conflict – in which four of the six saw action.

which four of the six saw action.

Although, inevitably, it cannot give every chapter and every verse of the Branch's Cold War story, it marks the first proper public recognition of what Mr Simpson rightly describes as a major contribution to post war world stability

stability.

We Come Unseen was published by John Murray on July 5 – and, as its author, I can recommend it unreservedly. – **Jim Ring**, King's Lynn. (See review on page 28)

AS A former RN PO myself (minesweepers and Fishery Protection) I have always held the Submarine Service in high esteem and support Mr Simpson's views wholeheartedly.

I must point out, however, that there are many thousands of ex-Service personnel who served in key areas of the Western World throughout the Cold War who are also still awaiting recognition.

I understand that one or two

stalwart MPs are currently attempting to persuade the Ministry that after 45 years it is still not too late to consider awarding the General Service Medal for the Suez crises of the 1950s.

Any man or woman who has had to face the real possibility of dying for Queen and Country, no matter what the scenario and irrespective

to due recognition from those he is employed to defend, and it is high time the MOD stopped being so selective. – G. E. Mayling, Bromsgrove, Worcs.

Echo of **Empire**

I WAS surprised (and somewhat alarmed) to see, in the centre spread of the June issue of Navy News, references to the "Royal Indian Navy" in the context of HMS Gloucester's visit to the Indian port of Kochi. Surprised, that your editorial

staff should have overlooked a

It took a fairly protracted freedom struggle and two mutinies (one of them by the Royal Indian Navy) for India to get rid of the "Raj" in 1947.

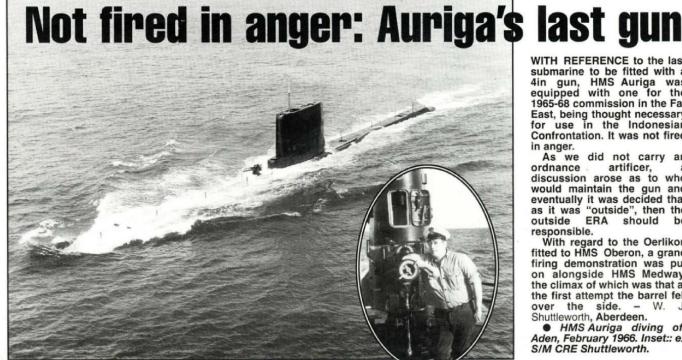
However, our navy retained the prefix "Royal" only till we shed Dominion status and became a republic in 1950. Ever since then, it's been plain old "Indian Navy".

So much for history. What alarmed me was the stray thought that had we perhaps uncovered an attempt by HMS Gloucester to re-conquer the Empire without firing a shot!! – Vice Admiral Arun Prakash, Chief of Personnel, NHQ, New Delhi.

I have written to Admiral Prakash, apologising for the error. - Ed

Letters to the Editor should always be accompanied by the correspondent's name and address, not nec-essarily for publication.email correspondents

are also requested to provide this information. of whether the balloon actually went up or not, should be entitled



WITH REFERENCE to the last submarine to be fitted with a 4in gun, HMS Auriga was equipped with one for the 1965-68 commission in the Far East, being thought necessary for use in the Indonesian ation It was not fired in anger.

As we did not carry an ordnance artificer, a discussion arose as to who would maintain the gun and eventually it was decided that as it was "outside", then the outside ERA should be responsible.

With regard to the Oerlikon fitted to HMS Oberon, a grand firing demonstration was put on alongside HMS Medway, the climax of which was that at the first attempt the barrel fell over the side. – W. J. Shuttleworth, Aberdeen.

• HMS Auriga diving off Aden, February 1966. Inset:: ex S/M CRE Shuttleworth.

News

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Editorial & Business address: Leviathan Block, HMS Nelson, Portsmouth, Hants, PO1 3HH

Editor: Jim Allaway Deputy Editor: Anton Hanney Assistant Editor: Mike Gray

Business Manager: Glen Gould

Editorial Lines...

Telephone: 023 9229 4228 Telephone: 023 9272 4163 (Mil 24163) Telephone: 023 9272 4194 (Mil 24194)

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Leonard Redshaw: <u>ne saw a future</u> n submersibles

ON reading David Healy's article on submarine rescue (July issue) I wondered how many readers are aware of the significance of the prefix LR in the designation of the submersible LR5

It is in recognition of Sir Leonard Redshaw, the former Chairman and Managing Director of Vickers Shipbuilding Group for his foresight in bringing manned submersibles to the UK.

About 30 years ago, when the North Sea oilfields were taking off, he recognised the potential in manned submersibles as repair and maintenance tools for the rigs and pipelines.

As a consequence he formed a separate company, Vickers Oceanics and after careful consideration purchased Pisces 1 from Canadian Hydrodynamics and converted a stern trawler, renamed Vickers Venturer, as the

mother ship. A special A-frame was designed and manufactured at Barrow which, when fitted to the Venturer, gave the capability of launching and recovering Pisces in

up to Force 6. Eventually it was recognised that there was a need for a more sophisticated craft and the company decided to purchase and operate Perry submersibles.

It was on a design based on these very successful vehicles that Vickers started manufacturing their own submersibles, the LR

With subsequent nationalisation of the shipbuilding industry, Vickers Oceanics was kept out of the nationalisation envelope until it was eventually sold as a going concern and Sir Leonard was remembered as the founder of the British submersible industry by the LR series. – R. Herring, Portland, Dorset.

Revenge tall order

RE: PHOTO of HMS Revenge (July issue), with the short seas and cloudy sky it could possibly have been taken in the English Channel, but for sure it is a prewar photo as shown by the uncapped funnel.

The funnels of the 'R'-class battleships were capped when they went in for refit and modernisation during the early Thirties. Also, the statement that she stayed in home waters after the bombardment of Cherbourg is incorrect. After the fire blits on incorrect. After the fire blitz on Portsmouth, October 11/12, 1940, we were sent up to Greenock for a boiler clean and fitting of degaussing gear (anti magnetic mine pre-cautions).

Then back to the North Atlantic convoys from Halifax, Nova Scotia, escorting various types of convoy and transporting gold to Canada

In June, 1941, in company with HMS Nelson, we were part of the escort of a troop convoy of over 30 ocean liners, convoy WX7 to Cape Town, which we left below the Azores to return to Halifax with the liner Georgic. Later, in August, we escorted our own troop ships to Cape Town, arriving there in September, after which she was assigned to the British East Indies Fleet. - J.Martin,

AFTER studying the picture of Revenge, I would think it was taken in the early Thirties. I served in Resolution, 1940-43, and the two ships were often in company. I would say the only difference between the two was the admiral's walk on the stern of Revenge, which can be seen in your photo. – J. A. Cockrill, Norwich.

THE PICTURE of HMS Revenge revived memories of the 1937 Autumn Cruise when I was one of 300 Boy Seamen embarked. At that time her mainmast was the tallest in the Fleet at 197ft. In the Firth of Forth we anchored near the railway bridge - the mast was too tall to pass under it, so classes were assembled to witness the complex exercise "Strike Topmast" which took all afternoon. – **G. Woodley,** Basingstoke.

Malaya medal

THE GSM/NGSM Malaya medal came about due to the post-war Emergency declared in Malaya. It was officially stopped for Navy and Singapore Island forces in early 1959 and mainland Malaya mid-1960.

The British tied the award to the declared Emergency, howev-er in 1955 Britain, Australia and New Zealand created the Far East Strategic Reserve to combat and guard against the expansion of communism and nationalism which threatened those countries' vital interests.

After a long investigation Australia, on behalf of their veterans, overturned and cast aside the British decision as being flawed because of the 1955 FESR agreement.

In January this year their Navy veterans from that period received the NGSM Malaya which is denied the British.

Royal Navy veterans deserve the same as their Australian comrades for the same service under the terms of the original Royal Warrant. We were all part of the FESR. - **Tony Weekes**, Gosnells, Western Australia.

Mirror picture

THE PHOTOGRAPHY Dept has dropped a clanger with the picture of the HMS Collingwood Volunteer Band (August Volunteer Band (August issue).The PO Wren shows the crossed anchors and GC badges on the right arm, plus all five drums are against the wrong legs. It would appear that the shot was taken of the image reflected in a mirror. - A. Norton, Leyland. Whoops! In fact the picture was wired to us back-to-front and unfortunately no-one spotted it. Lots of you did, though - Ed.



THE enclosed cutting from newspaper Nazi Volkischer Beobachter shows an artist's impression and and text including a telegram of congratula-tions from Goering to the pilot, Lt Franke, who was awarded the Iron Cross for sinking the Ark Royal.

I was on the Ark at the time of the attack, on September 26, 1939 and can confirm it didn't look anything like the picture shown here. In fact we came through unscathed.

I served in the Ark for two years, leaving her only two weeks before she WAS sunk about 30 miles off Gibraltar on November 13, Liverpool.



 CHEERED IN: HMS Kipling is welcomed at Alex, bearing survivors from HMS Kelly and HMS Kashmir, lost in the Battle of Crete.

Kashmir, Kelly and Kipling

IT WAS very interesting to read about HMS Kelly's remembrance ceremony (August issue). I was one of survivors of Kashmir, sunk at Crete before the Kelly on May 23, 1941.

The photograph shows HMS Kipling entering Alexandra after picking some of us out of the

You can see Mountbatten on the bridge as we were cheered in by units of the Fleet – I saw him walk over the gangway once we were moored alongside to shake hands with Admiral Cunningham.

We had shot down one of the attacking Stukas but lost nearly half our people - I believe 73

I was very fortunate to be alive -thrown against the bulkhead, I cut my head so first stop was the sick

an injection for tetanus, cleaned

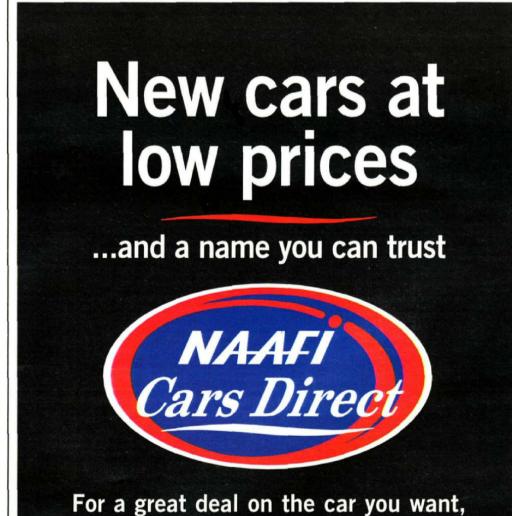
up and re-kitted. – Bill Sanders. Keighley, W. Yorks.



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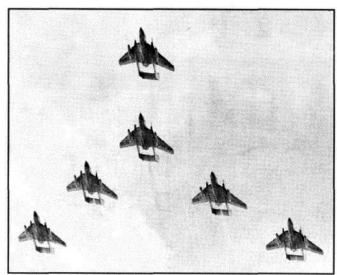
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Sea Vixen was jet-age pioneer that arrived a little too late



 'Simon's Sircus', 892 Squadron's Sea Vixen display team, go through their paces at the 1968 Farnborough Air Show. Sixteen years before, the D110 prototype crashed disastrously at the show, an event which was to have a serious effect on the Vixen's entry into service.

J. Petrie. It reformed on July 1 the following year as 892 Naval Air Squadron, the first front-line unit to be equipped with the Sea Vixen.

Four of the squadron's aircraft formed 892 B Flight in October 1959 to act as an IFTU for the Firestreak missile, a task it completed in 1960.

Training for aircrew began in October 1959 when B Flight of 766 Squadron re-equipped with the type. In the following February, 890 Squadron formed under Lt Cdr W. R. Hart, and 893 Squadron in Sentember under Lt Cdr E. D. in September under Lt Cdr F. D. Stanley. Last to form was 899 Squadron under Lt Cdr W. J. Carter in February 1961.
All the squadrons were based at

Yeovilton and deployed to sea in the carriers HM ships Ark Royal, Eagle, Victorious, Hermes and

With their parent carriers, Sea Vixens saw peace-keeping service

all over the world, including the Kuwait crisis of 1961, the East African mutinies in 1964, the Indonesian Confrontation in 1965-66, the withdrawal from Aden in 1967, and the Beira patrol to enforce oil sanctions on the rogue state of Rhodesia.

They were all examples of oper-ations made possible by the presence of a carrier and its potent fighter squadron. Several precau-tionary interceptions were carried out, but no hostile aircraft were brought down by the Sea Vixen's

Despite the aircraft's size, two Naval Air Squadrons mounted displays with the type. The first was 766 in 1963 which formed a five-aircraft team called Fred's Five. They put on a series of first-class displays throughout the summer

Five years later, 892 Squadron put up an aerobatic team of six air-

craft known as Simon's Sircus after their Commanding Officer, Lt Cdr Simon Idiens. Their displays included the 1968 Farnborough Air

An improved FAW2 version was developed to deploy the more capable Red Top IR homing missile, capable of making collision-course interception. Distinctively, these aircraft had pinion tanks running forward over the upper wing from the tail booms. They con-tained extra fuel and avionics that formed part of the missile system.

After de Havilland's decision to close their Christ-church factory, Vixen pro-duction moved to their plant at Hawarden near Chester.

A single FAW1 was built there, followed by 14 which were converted to FAW2s on the production line. Fifteen more Vixens were built from the outset as FAW2s.

The service life of the Sea Vixen was relatively short. The first squadron to disband in 1968 was 892 in preparation for re-equip-ment with Phantoms, and 899 was the last in 1972 when Eagle retired.

ollowing its withdrawal from Naval service, a handful of Sea Vixens were con-verted to D3 standard to act as pilotless targets, One of these, XP924, is still flying today, delighting air show crowds around the

The DH110 proposed by the Admiralty in 1946 was potentially one of the outstanding aircraft of its generation. Had it gone into production in 1951 after the first light of the protesters it production. flight of the prototype, it would still have been good. It simply took too long to develop and by 1958 it had already been outclassed. Supersonic fighters with better

weapons and sensors were in ser-vice with the US Navy, and the superb Phantom F4 had already

The Sea Vixen gave good service, but was difficult to maintain and lacked longterm development potential that later designs, like the Phantom, possessed.

However, the Vixen formed the basis of the fleet air defence system that the Royal Navy desperately needed in the 1950s to be effective, and is remembered with affection

by many who flew or maintained it.

Cdr David Hobbs is Curator
of the Fleet Air Arm Museum. On
September 29, to mark the 50th anniversary of the Sea Vixen's first flight, the museum is staging a series of events and a special display - including appearance of the only flying example. For details contact the museum on 01935 842614 or 842619 (e-mail info@fleetairarm.com)

Type: Two-seat, carrier-borne all-weather fighter.

Propulsion: Two Rolls-Royce Avon 208 turbojets each producing 11,230lb static thrust.

Primary sensor: Al18 radar

Armament: Four Firestreak infra-red, homing, air-to-air misfour Red in FAW2), or 500lb bombs, or Bullpup air-to-ground missiles or a single nucear bomb. Extra fuel could be carried in drop tanks and other aircraft could be re-fuelled in flight from a Mk 20 Buddy' re-fuelling pod carried underwing. There were six hard-points for underwing stores.

Maximum loaded weight: In excess of 45,000lb.

Maximum speed: Mach 0.95 at altitude, supersonic in shallow

Dimensions: Wingspan 51ft, length 55ft 7in, height 10ft 9in.

Top pilot's view of twin-boom fighter

THE JOYS and difficulties of flying the Sea Vixen are recounted here by a former Naval Air Squadron CO, Capt Bob McQueen.

CAN just remember thinking "This is a big beast!" The Sea Vixen had a wingspan of over 50ft and weighed 19 tons fully loaded.

I had a front-line tour in Sea Venoms behind me, with a total of 725 hours and 174 deck landings. But the biggest and most powerful aircraft I'd flown to date had been a Hunter on my swept-wing conversion course.

I had just joined 890 NAS, the second Vixen squadron in January 1960, with Cdr Bill command and Peter Reynolds as Senior Pilot.

The Sea Vixen had a complicated fuel system which, if you had left the flight refuelling switch to receive, would use the port-wing fuel to the exclusion of the remainder.

Booster pumps for the eight tanks were unreliable, and hydraulic failure of any of the four coloured systems green, red, yellow and blue - was quite a frequent occurr-

My observer was 'Cuddles' Cooper and we embarked in Hermes. Our Captain was David Tibbits and Cdr (Air) Peter Perrett.

On one occasion I was ashore at Yeovilton when the ship invited me to fly a Daily Express reporter, Mr Pugh, back on board in the Irish Sea. I pointed out that it would be derived. would be dark when I arrived, and I was not 'night-quali-

The sun will stay up until McQueen gets back on board," said Cdr (Air), there-by suggesting that he was God. It didn't, he wasn't – but

My second Vixen squadron was 899. I was Senior Pilot and my CO was Rip Kirby, so much a gentleman that I decided that I had to change my character and become the tough second-in-command. This met with some success and the squadron aircrew presented me with the Iron Cross at the end of the commission.

mission.

By now we were flying the Sea Vixen FAW2, a heavier machine with pinion tanks. To begin with, this meant that even in HMS Eagle we had only one or two passes at the deck between being overweight and bings (diversion) weight and bingo (diversion) fuel.

Luckily the introduction of ADD (Airstream Director Indicator or Angle of Attack Indicator) and the persuasive-ness of test pilots Rip and Cdr (Air) Pridham Price allowed a five-knot reduction in our landing speed which also had the advantage of greater speed stability, even if one pilot – Colin Morris – found it difficult to see over the nose!

My final squadron was 893 which I commanded in HMS Hermes, flying FAW2s. Hermes was small for Vixens; I think that 2ft either side of the centreline was over the



Sea Vixen pilot.

edge of the landing area.
By then we were becoming more accurate at decklanding. The Landing Signals Officer with his marking sys-tem and the the 'donkey's tail' contributed to this. In spite of them, Dai the Divert thoroughly earned his nickname.

Just a word about the observers in the 'coalhole'. This was not a pleasant expe-

rience for them, and they showed remarkable courage. They were able to sharpen us up by pressing the test button on the centralised warning panel or by switching off a fuel pump, or even by taxiing the aircraft by the nose wheel with their hatch raised.

(Capt McQueen is now General Secretary of the Royal Naval Association).



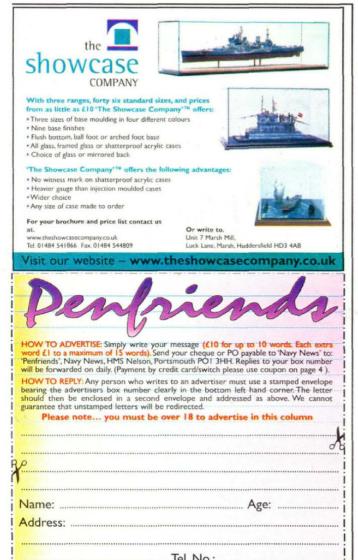
An aircraft of 893 Squadron ready for launch.



<u>People in the News</u>

York's commanding presence

NINE of the 11 former commanding officers of the Type 42 destroyer HMS York attended a reunion on board hosted by the current CO, Cdr Paul Porter. The former COs, led by the senior excommanding officer, Admiral Sir John Brigstocke, were able to 'christen' a new set of crockery which the guest of honour and ship's sponsor, Lady Shona Gosling, had bought for the ship.



WORKAHOLIC, (ACCOUNTS), thoughtful, early 40's, slim, brunette/green, female. W.L.T. correspond with genuine male Officer. Box Sept 1

SLIM, PRETTY, AIR HOSTESS (25). Seeks single, genuine Sailor/Office for relationship/letters. Box Sept 2

ROYAL MARINE 28, blond hair, blue eyes. Seeks honest, genuine lady. A.L.A. Box Sept 3

FEMALE, SEEKS MALE PALS. Lonely, G.S.O.H. Hobbies cycling, thoughtful music. Box Sept 4

5'7", SINCERE, CONFIDENT, W.L.T.M. outgoing. similar Officer/Marine for friendship, possible relationship. Box Sept 5

FUN LOVING GIRL seeks pen pals. "Lonely" "Get writing" soon, Box Sept 6

SUE, 40. ATTRACTIVE brunette, G.S.O.H. Seeks Sailor/Marine penpals aged 37-42. Box Sept 7

AMANDA 26. TALL, brown eyes. Seeks penpal with G.S.O.H. for friendship/relationship. Box Sept 8

ATTRACTIVE, LONG BROWN HAIR/eyes. Seeks a nice guy, Navy/Marines to correspond/meet

LADY, MID 30'S, would like Navy penfriends from H.M.S. Dulverton and other ships. A.L.A. Box Sept 10

SEEKING PENPAL FOR friendship. Love reading and music Photo appreciated. Box Sept 11

SINGLE LADY, EARLY 40'S. Seeks genuine penpal, 30+. G.S.O.H. essential! Box Sept 12

SINCERE FEMALE, likes theatre, various music, G.S.O.H. Seeks genuine penpals. Box Sept 13

MIDLANDS, DIVORCED professional lady 46. Seeks honest genuine friendships/relationships Box Sept 14



CIVILIAN LADY, 40 years. Seeks genuine Naval Penpal(male) 44+. Possible relationship. Box Sept 16 I'M BUBBLY, big blue eyed and

blond, 5'61/2". Divorced, children. **Box Sept 17** BEE 52. SEEKS gentleman who

wants romance and love back in his life. Photo please. Box Sept 18

SHAZ, 34. BUBBLY, nutty, fun, blond, 5'5". Sussex area, G.S.O.H. **Box Sept 19**

"BUB", LOOKING FOR her medic would like to correspond with a MA. Box Sept 20

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Please note: We can take no responsibility for the nature or source of the replies received.

You must be over 18 to advertise in this column.



Gary Agaro is well on the way to beating Lt Cdr Keith Creates

Six-shooter Gary is star of Uckers board

be remembered as the greatest West Indian six-hitter, but the greatest six-thrower in those parts is undoubtedly Gary Agaro, bar manager of the Beach House on the Atlantic Underwater Test and Evaluation Centre (AUTEC) on Andros Island in the Bahamas

Gary has been playing Uckers. the traditional Royal Navy board game, against Britons since the range opened in 1965, and his board was starting to show its age -

being held together with string with bottle tops for counters.

With his astounding six-throwing prowess unchallenged, Lt Cdr Keith Creates (DPA Abbey Wood) and WO Tim Capel (MWC) presented Gary with a new Uckers board during this year's trials.

Gary - also renowned for his rum punches and support of West Indies cricket - promptly eightpieced Lt Cdr Creates with another incredible display of six-throwing.

Diver rewarded for his bravery

A ROYAL Navy sailor who dived into the harbour in Gibraltar to try to rescue a man trapped in a collapsed crane has been presented with the Queen's Commendation for Bravery.

Diver Baz George, of the Gibraltar Squadron and Clearance Diving Element saw the incident, in which a crane toppled into the harbour while being operated on the South Mole (Navy News, May).

The crane was left half sub-merged, partly snagged on the jetty, with the badly-injured driver trapped with his head just clear of the water.

Ratings notch

FIVE senior ratings from HMS

Raleigh, with a combined service

of more than 150 years, were awarded Meritorious Service Medals by the Second Sea Lord,

Medals by the Second Sea Lord, Vice Admiral Peter Spencer, on board his flagship HMS Victory.

The five were CPO Fred Dinsdale (33 years), WO Alan Bonas (33 years), WO Brian Taylor (29 years), WO Stephen Houghton (27 years) and CC Jeffrey Curran (31 years).

The prestigious medal is awarded for exceptional conduct through-

for exceptional conduct through-

out an individual's Service career of more than 27 years.

All goes well

on Friday 13

NAVAL rating David Kerswell

defied all conventions to marry his

undergoing the Artificers Qualifying Course at HMS Collingwood in Fareham, married Rachel on board HMS Warrior 1860 in Portsmouth Historic

Dockyard - and the day passed

and Owen Cameron assisted

Elder Brethren

A SENIOR Royal Navy officer has

been sworn in as one of the Elder

Brethren of the Corporation of

Rear Admiral Jeremy de Halpert, Naval Secretary and Chief Executive of the Naval

Manning Agency, was sworn in at

a court meeting in London.

The corporation is a marine

charitable organisation, the general

lighthouse authority for England, Wales, the Channel Islands and

Gibraltar, and a deep-sea pilotage

Admiral is an

throughout the ceremony

Trinity House, London.

David's colleagues Martin Short

WEA apprentice David, who is

bride on Friday 13.

without incident.

up 153 years

Baz, a trained diver medic wearing only a T-shirt and shorts, stayed in the water with the trapped man, helping and reassuring him until the emergency services arrived.

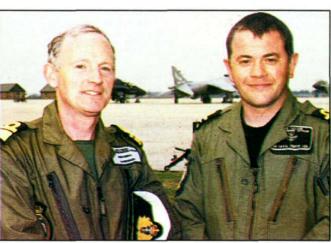
The driver later died of his

Speaking after the presentation of the award, by Commodore Andrew Willmet, the Commander British Forces Gibraltar, Baz said the commendation was for the whole clearance diving team who all played a part in supporting his own actions and efforts

Recently selected for promotion, Baz returns to the UK in September to join Southern Diving Unit 2 before starting his Leading Diver course.



Diver Baz George.



Rear Admiral lain Henderson with Lt Cdr Dave Acland, Commanding Officer of 801 Naval Air Squadron.

Farewell visit for departing Admiral

Rear Admiral lain Officer Henderson, Flag Maritime Aviation and Air Officer Commander 3 Group, called at RN air station Yeovilton, Somerset, where he the Navy after 36 years service, visited Yeovilton's Sea Harrier, Lynx and Commando Helicopter Force communities, and went for a final flight in a T8 Harrier of 899 Naval Air



Swordfish pilot flies past the 10,000 hour mark

PHIL Shaw has notched up his 10,000th flying hour - a record for any Royal Navy pilot - in one of his favourite aircraft, a Swordfish of the Historic

Cdr Shaw (51) reached the milestone on July 27, after 32 years in Naval aviation.

Phil's first flying hour was a grading flight at Roborough in a Chipmunk, an aircraft on which he has remained current ever since. He has flown 35 aircraft types

since, including the Tiger Moth, Sea Fury, Grumman Avenger, Hunter, Canberra, Vampire, Hiller and Whirlwind, and he has more than 5,000 hours logged on Sea Kings alone.

His flying has been done from more than 20 ships around the world, and a number of his sorties have been life-saving rescues.

Phil has commanded two squadrons – 826 Naval Air Squadron (Sea Kings) and 360 Squadron (RAF Canberras).

Many Royal Navy helicopter pilots were trained by Phil, including the Duke of York - whom he described as "the best student I ever had - and I'd say the same if he was the son of a dustman.'

Phil is due to leave the Service at the end of August to fly Airbus for GB Airways, but he will continue to fly for the Royal Navy for a further two years as pilot of the Historic Flight's unique Sea Fury.

A 'BAND of Brothers' from HMS Ganges rearranged their annual get-together in Portsmouth to fit in with the travel arrangements of one of their number.

The band - who took their name from a memoir by member David Phillipson – are from 19 Mess Grenville Division, January 7, 1947, and number 18 at

They know a further eight of their former colleagues have died.

This year's gathering, at the Royal Sailors Home Club, was brought forward to June, from September, so as to coincide with a visit to the United Kingdom by

Alf Lowe, who emigrated to New Zealand in the 1960s after a career in the Royal Navy.

Alf was a Boy Seaman who won the Albert Medal for bravery through his actions during an incident in Portland Harbour.

A loaded liberty boat from HMS Illustrious was caught in bad weather and capsized, throwing the

occupants into the rough seas. Alf rescued a midshipman who was taken ashore,

Any other ex-members of 19 Mess who would like to join the Band of Brothers should contact Brian Bolton on 01295 680753.

although the young officer later died.

A DEPARTING admiral has paid a farewell visit to the air station 1993 to 1996. The Admiral, who is leaving he commanded in the mid-

People in the News



Cattistock officer wins prestigious award

A JUNIOR officer who now serves in HMS Cattistock has been presented with the prestigious Queen's Sword by the Sultan of Brunei at Britannia Royal Nacal College, Dartmouth.

S/Lt John Boullin, who passed out from Dartmouth at Christmas, was deemed the best young officer of the past year - the sword, supplied by Wilkinson Sword, recognises excellence in study and learning within the Navy.

The sword is based on the original 1805 Navy design, with single-edged straight blade, a gold-plated brass hilt and a lion pommel back-- and it provides S/Lt Boullin, who is completing his training on the Hunt-class minehunter – with a tangible reminder of his achievements to date.

W0's varied career wins recognition

A SENIOR rate whose recent tasks range from lecturing on how to avoid collisions in submarines to protecting VIPs at Wimbledon has won a prestigious award for exceptional service in the Navy.

WO 'Bud' Abbott joined up in 1969, opting for the Submarine Service in 1973.

Promoted to CPO whilst serving in HMS Spartan during the Falklands con-flict, he served in two other submarines – Splendid and Conqueror – before making Warrant Officer in the early

He spent three years on the team of the Second Sea Lord's Officer Study Group, before moving to Farnborough as consultant

to DERA on tactical analysis. In 1999 Bud went to NATO HQ at Northwood, where he chairs a

and teach - this year alone has taken him to the USA (twice), Norway, Denmark and Italy.

Royal Box at the Wimbledon tenof the Royal Family and VIPs.

Sponsors visit 'their' ships

THE SPONSOR of HMS Blyth paid a visit to her ship as it was commissioned -and HMS Middleton's sponsor has called on her ship for the first time in 17 years.

The penultimate Sandown-class vessel was commissioned in Portsmouth.

The Ven Simon Golding, Chaplain of the Fleet, conducted the ceremony, which was attended by sponsor Lady Charlotte Garnett, Admiral Sir Ian Garnett, Chief of Joint Operations, Commodore Clapp, Commodore MFP,

Valley in Northumberland.

The commissioning cake was cut by Mrs Jill Landrock, the wife of Blyth's Commanding Officer Lt Cdr Graham Landrock, and by SES Sam Mapstone, the youngest member of the ship's company

pany.
Since being accepted by the Navy from Vosper Thornycroft, Blyth has been

undergoing trials. She also made an informal visit to her

TWO BROTHERS with a combined service of 32 years have met for the first

Dave Harris (left) is Master-at-Arms on board

HMS Coventry, and has 21 years in the Navy, while his brother, LMA John Harris

BIG brother will be watch-

ing LOM Dean Marshall on HMS Trafalgar - Dean's older brother Paul is the

Paul (right) joined the

Service in 1983 as a tactical

systems operator, with HMS

Sealion being his first boat.

He transferred to the Coxswain

Dean (left) joined up in 1987,

Branch last year having served as CPO(TS) is HMS Trenchant.

Submarine

submarine's Coxswain.

and

(right), is studying to become an

operating theatre nurse after 11

They met at Coventry Cathedral, when HMS Coventry

time in uniform.

years service.

home town of Blyth in early June, where she attracted more than 2,000 visitors.
■ LADY Blaker visited HMS Middleton – the first time she has visited the ship

since she launched it in 1984. Lady Blaker, wife of Lord Blaker, the first Armed Forces Minister between 1979-81, recalled the launch of the Hunt-class vessel with officers, including the Commanding Officer, Lt Cdr Mark Hart. Lt Cdr Hart and S/Lt Ben Day present-ed Lady Blaker with a bouquet of lilies.

Brothers meet up

Civic award recipient is last to know

A FASLANE submariner won a prestigious civic accolade for his charity work – yet was one of the last to find out about it. CPO Trevor McGrath was cho-

sen as the Helensburgh and Lomond Citizen of the Year for his work in setting up and running the Beacon Trust.

But the award was decided while submariner Trevor was still

The award, bestowed by the Helensburgh Advertiser in conjunction with Helensburgh and Garelochside Rotary Club, recognises the work of unsung heroes.

Trevor founded the Beacon Trust almost six years ago, working on behalf of the ecumenical churches in the area and providing basic furniture and household items free of charge for those in need. Anyone who can help can contact the Trust on 01436 674077.

Baby born in RN helicopter

A BABY has been born in a Royal Navy Sea King helicopter -believed to be the first such incident in a British military aircraft.

The Mk 5 search and rescue helicopter from 771 Naval Air Squadron, based at Culdrose in Cornwall, was called to the Isles of Scilly to airlift Mrs Niki Burns to hospital in Truro after doctors grew concerned at her unborn child's falling heart-rate.

The 9lb baby was born without problems shortly before the aircraft touched down.

Hunt for Hood stirs memories

MEMORIES of the mighty Hood have been stirred once again as pictures of the smashed wreckage in the depths of the Denmark Strait were screened by Channel 4.

Ted Briggs, the last survivor of the battle cruiser, was taken on an emotional journey out to the spot where 1,418 of his friends and shipmates died on May 24, 1941. Ted was one of just three who lived to tell the tale, and he was

invited to lay a wreath by the TV team of Hunt for the Hood, who used remote-controlled sonar to

pinpoint the wreck.
Now others who had supporting roles in the gun duel between the opposing forces, and the subsequent search and destruction of Hood's nemesis, the Bismarck, have told Navy News of their recollections.

James McLean was on board HMS Rodney, and his position at action stations was in the torpedo body room, preparing the weapons

Rodney carried 24½in torpedoes, and it was one of these weapons which helped cripple the

German battleship.
Once the torpedoes were fired,
James said he was told to report to the Electrical Damage Control Party forward of the Wardroom, but he and a shipmate made their

way via the upper deck.

"We had a grandstand view of
the Bismarck on our port beam
being battered by both Rodney's
and King George V's main arma-

ment," he said.

"There were quite a number of Bismarck's crew in the water and others jumping over the side.

"It was a terrible scene that one cannot forget.'

The fact that Rodney had helped destroy Bismarck may be down to an incident which came to the attention of Gordon Whybrow, who was a Navy telegraphist at the

Gordon was in a radio station with three other operators in Malta, receiving signals from around the world and passing them to the HQ at Lascaris, and they were occasionally visited by Admiralty wireless engi-

On one visit, one of the engineers told Gordon that the older of two Mr Heatons who accompanied him - who were not related was on a listening watch on a frequency known to be used by Bismarck for encrypted messages.

On sinking the Hood, a message was sent by the jubilant German captain – and picked up by Mr Heaton, who got a direction on it.

At first his supervisors refused to believe it, as the German battleship was believed elsewhere, but he finally insisted, and an aircraft was sent from Portreath and the Bismarck sighted heading for Cherbourg. Mr Whybrow wonders if anyone can corroborate this



exercised her right of freedom to

the city - John was there in the

guise of medical support, and

enjoyed the hospitality of the

ship's company.

moving to the Submarine Service a year later - but this is the first time the two have served together.

Both live with their families in the West Country, but originally hail from Nottingham.

for the battle. team of submariners whose task is to develop a submarine system that prevents underwater colli-This takes him abroad to lecture He was also the Officer in Charge of a team of 40 in the nis championships – his duties included the security of members

New bunch of phots are developing

SIX MORE ratings have passed the exacting 27week course to join the Royal Navy's Photographic Branch.

The ratings undertook the three-phase course at the Joint School of Photography at RAF

The first element, of 12 weeks, teaches basic theory of light, optics and image formation and theory skills of photography, before moving on to camera handling, defect photography, processing and printing.

Phase two is a digital course, providing stu-

dents with a high level of understanding using cameras and computers.

The final 13-week phase looks at public relations and advanced photography, looking at how to cover VIP visits, hometown stories, minor news events, portraiture and advanced camera work, both conventional and digital.

● The new LA(PHOT)s are (back row, from left) Paul Punter, Mez Merrill, Budgie Burgess; (middle row) Billy Bunting; (front row) Gordon Bruce and Sean Clee.

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SEADOGS HAVE THEIR DAY FOR DISTINGUISHED SERVICE

Thereby hangs a tail – or two





STERLING service by two special seadogs has been recognised this summer.

The first was a Swedish sniffer dog called Castor, embarked in HMS Campbeltown dur-ing operations in the Baltic. Within two weeks of his arrival, he made such an impression on the ship's company that he was awarded a Good Conduct badge.

Castor, a German Shepherd, came on board with a 13-strong Swedish boarding team – the first time they had spent a prolonged period at

Trained to sniff out explosives and drugs, Castor was abseiled, with his handler, on to the deck of a target ship from a German search and rescue Sea King helicopter which was also embarked in the Devonport-based

Later he was winched in a harness on to ships from a Swedish CH46 helicopter based

So impressed was the Commanding Officer of Campbeltown, Capt Alistair Halliday, that Castor was awarded his second Good

Conduct badge at a requestmen table held on the flight deck (see left).

The second 'top dog' was the survey ship HMS Bulldog, retiring after 33 years' service that rounded off as it had started, with a

that rounded off as it had started, with a deployment to the Gulf.

Around a dozen former Commanding Officers – including a father and son – attended the decommissioning at Devonport, where First Sea Lord Admiral Sir Nigel Essenhigh spoke of the happy memories he had of the ship during his time as Hydrographer of the

Among the guests were John Pegg, who served in the wartime HMS Bulldog when she captured an Enigma code machine from U-110 – and Jack the bulldog, mascot for the day, seen above after giving AB Nick Woosey a very moist farewell. very moist farewell

very moist farewell . . .

Bulldog's last Commanding Officer, Lt Cdr Adam James, has taken command of the coastal survey ship HMS Roebuck, now in the Gulf in advance of the main task group for Exercise Saif Sareea.

Legion sets up Force Z mission

A PILGRIMAGE to the Far East to mark the 60th anniversary of the sinking of HM ships Repulse and Prince of Wales is being organised by the Royal British Legion's travel service.

Force Z - the battlecruiser Repulse and battleship Prince of Wales - was deployed to the Far East as crisis loomed in 1941. Caught without air cover, both ships were sent to the bottom in a massive air strike off the coast of Malaya on December 10, three days after the Japanese attack on Pearl Harbor.

Many members of the ships

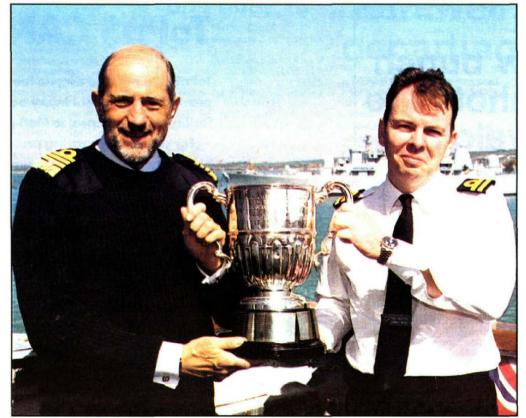
companies were rescued, but 840 perished, including the Force com-mander, Admiral Sir Tom Phillips, and Capt Leach, Prince of Wales' Commanding Officer.
The RBL's Remembrance

Travel is organising the eight-day trip for anyone who wishes to join the pilgrimage on November 6-13, during the Armistice commemorations. The visit is being arranged with the advice and support of the Royal Navy and the British High Commission in Kuala Lumpur. It will include a boat trip from

Kuantan so that relatives and survivors can lay tributes in the water above the wrecks of the ships.

Those who wish to extend their stay – for example, in Singapore – can do so. For defails contact Remembrance Travel, Royal British Legion Village, Aylesford, Kent, ME20 7NX, tel 01622 716729; fax on 01622 715768, and e-mail, remembrancetravel-@britishlegion.org.uk

York marches back into her city's hearts



URING a busy six-day visit to its affiliated, name-sake city, HMS York exercised the right – last done only a year ago – for the ship's company to march through the streets with "Colour flying, swords drawn, bayonets fixed, drums beating, bugles sounding and bands playing.

Large crowds watched the parade outside York Minster and lined the route past the Mansion House.

There was also the opportunity to make significant contributions to ship's charities and the local community. Galtres School, for young children with learning difficulties, was presented with £2,000 at an evening concert by the Royal Marines Band of Scotland in aid of the school at the Grand Opera

Commanding Officer Cdr Paul Porter also accompanied the Lord Mayor on a vsiit to the school where he unveiled a plaque marking the ship's donation – which has paid for a hi-tech

electric awning.

York District Hospital Children's ward was visited by the CPOs' Mess and a donation of over £600 from onboard fundraising was made to buy new TV and video equipment.

The POs' Mess called at St Leonard's hospice to hand over

£500 raised by an onboard games night and sponsorship of PO(R) Alf Newman in this year's London Marathon.

The ship was inundated with local people during Ship Open

Burlington who raffled one of his superb knotboards for Galtres School – whose children also visited the ship at her berth at Hull. The York Lions Club also visited and gave £250 to the school.

Army and RAF affiliations in the area added further spice to the visit. Army personnel from Imphal Barracks provided stern opposition to the ship's sports teams - York won the hockey

match but were beaten at football and golf.

Meanwhile 100 Sqn at RAF Leeming generously offered two
Hawk flights to be raffled for the ship's company – CCMEA Cat
Stevens and CPO(Sea) Wayne Godden, the Chief Bosun's Mate, were the lucky winners – and a further £100 was raised for Galtres School.

Said Cdr Porter: "We have had a fabulous welcome in York and Hull - all our old friends have looked after us superbly and it was great to contribute so much to the local charities and

repay the community's hospitality."

• Earlier HMS York had been visited by the First Sea Lord, Admiral Sir Nigel Essenhigh – who presented the ship's PWO(A) Lt Paul Beattie with the Grykiken and Beresford gun-

New history unit at King's

A NEW Naval History Unit is to be set up at King's College London for studies by under-graduates, post-graduates and researchers.

The unit, made possible by a generous private donation, will comple-

ment the existing tradition of military and defence education provided by King's for over a hundred years.

To enable the best research students to go to King's, scholarships will be available. The unit will be named after the founding father of naval history, Prof John Knox Laughton (1830-1915) who taught at the college

Director of the unit will be Prof Andrew Lambert.



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Moneywise

Watch for a sting in the bankruptcy tail

HILE bankruptcy is the State's acknowledgement of giving the debtor a new start there is a sting in the tail which is not widely known.

This is that during the period of bankruptcy any money earned in excess of one's basic living requirements can be sought by the Official Receiver of the Insolvency Service – part of the Department of Trade



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COFFIN MEW & CLOVER and Industry – to meet his or her costs and make restitution to one's creditors.

Normally all assets are sold and any legacy which becomes payable during the bankruptcy is included as part of the bankrupt's estate. Also the bankruptcy is recorded with the credit agencies Equifax and Experian for six years. That means that if credit, including a mortgage, is granted after the bankruptcy period is ended, it is usually subject to a higher interest rate than normally available, and is described as sub-prime lending.

The two-year period of bank-

The two-year period of bankruptcy only applies when the debtor petitions to the court for their own bankruptcy order by paying a £370 fee and the amount owed is under £20,000, when the court can issue a Certificate of Summary Administration of the estate.

Alternatively, if a creditor petitions for the debtor's bankruptcy for whatever amount over £750 (the threshold amount) or the debtor's own petition is over £20,000, automatic discharge is granted after three years, not two – and subject to certain conditions being met. And if the bankrupt has been bankrupted previously in the past 15 years, they have to apply to the court for discharge – which can only be done after five years of the current bankruptcy.

With regard to a bankrupt's home, the Official Receiver initially obtains a charge on it, and depending if there is a partner who has a legal interest in it – whether registered or not – and children, the Receiver then decides on how it is dealt with.

For instance, if the home recently has been purchased and there is no equity in it, the partner or any other interested party can buy the Receiver's interest in the property for £1, although there are legal fees in addition.

Alternatively, if there is equity in the home the partner is given the opportunity to purchase the Receiver's interest – 50 per cent of the equity (the amount between the mortgage and market value). The other 50 per cent is deemed already to belong to the partner.

If neither situation arises, the

If neither situation arises, the property will be sold, delayed up to a year to allow time for rehousing, or, where there are children, when they reach majority age.

If there is no other person with a legal interest in your home, the whole of the equity will be vested in the Receiver.

With regard to County Court judgments, they are registered immediately after the order is made by the court. However, if the whole amount is paid within 28 days, then the entry is removed from the register.

If paid after that time, it remains on the register for six years, marked 'satisfied', and can be treated by potential lenders as an adverse credit entry. Even if the debt has not been

paid six years after the judgment date, the entry is removed from the credit agencies' files.

However, the claimant can in the intervening period take further enforcement action, such as asking for an oral examination, which means attending court to explain oneself concerning one's finances.

The moral to be taken from all this information, which requires specialist consideration, is that professional help should always be sought when one has debt problems.

■ The information used in this article was supplied by Frank Jones (chairman of the HMS Bulwark, Centaur and Albion Association) of Portsmouth Business Consultants – tel 023 9282 1908

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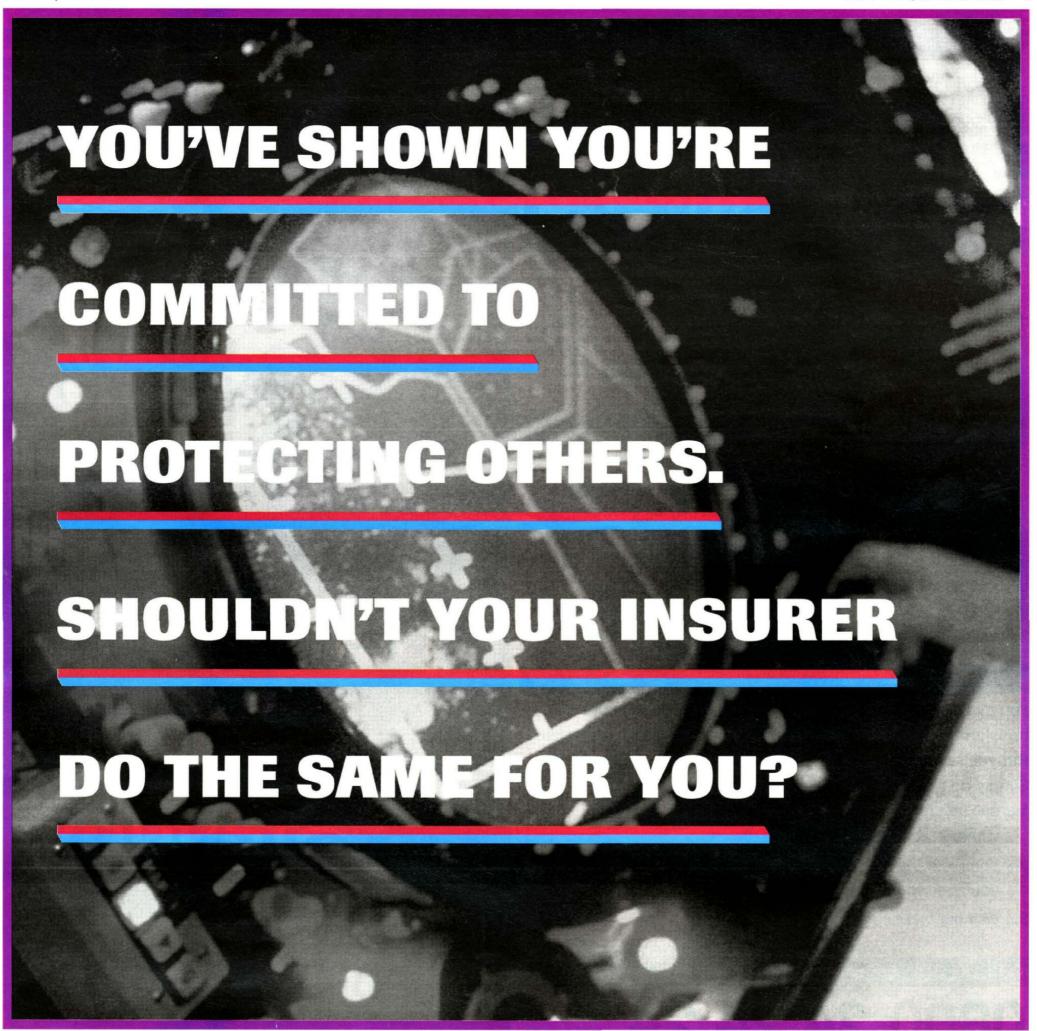
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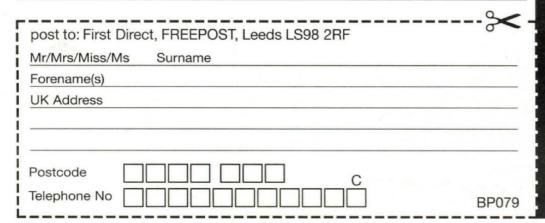
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In Brief

THE ROYAL Navy and Royal Marines in Scotland teamed up with Tayside Police and legal firm Thorntons WS to support the Safer Scotland 'Know the Score'

campaign against drug abuse.
Part of the campaign is to educate youngsters and to encourage

them to take up active pursuits.

Players from the Dundee
United Social Club under-16s team were presented with Know the Score training shirts, match footballs and water bottles at RM Condor in Arbroath.

A FIVE-mile run by WO Gary Conniff resulted in the donation of a TV and video system to a Portsmouth centre provid-ing support to people with

mental health problems.
Gary, of HMS Collingwood,
used donations to pay for the
equipment, which will be used
by Shaw Trust, Harbour
Enterprises, for training.

A WORKING party from 702 Naval Air Squadron, the Navy's Lynx helicopter training squadron based at Yeovilton, has helped cre-ate a new play area for Grass Royal Junior School at Yeovil. Team leader Lt Catie Nunnen

said: "A large area of the school's grounds had become overgrown and was unusable by the children.

"We worked on the heavy tasks, clearing the area so the school will be able to create a new play area in which the children will be able to grow plants.'

WHEN foot and mouth disease prevented a Gosport school from making a trip to Wales, staff sought a worthwhile alternative.

The teachers, from Holbrook The teachers, from Holbrook Primary School, contacted Lt Tony West – and sailors at HMS Collingwood, led by LPT Jason Hawkins and RPO Graham Haynes, came up trumps by organising a sports afternoon for 36 pupils aged ten and 11. ten and 11,

TWO SSAFA Forces Help community volunteers from Gosport are to trek through an African

desert for charity in October. Linda Lee and Norman Young will trek in the Namib Desert to raise funds for Rukba and SSAFA.

Linda's husband is serving aboard HMS Campbeltown, while the sparse conditions on the trek will be no problem for 73-year-old Norman, a former submariner.

If you would like to support Linda or Norman, or want to know more about the trek, contact the organisers of 020 7605 4283.

MEMBERS of the WO and SR Mess at HMS Collingwood have presented toddlers' toys to the Ranvilles Children's Play Group, Fareham.

The centre, which is run by volunteers and linked to the HIVE organisation, provides a venue for mothers in the area to take their children once a week to mix with other children and play free of charge.

A RAFFLE winner was treated to VIP day at sea in HMS Monmouth.

The raffle was organised by the Type 23 frigate to benefit the ship's adopted charity, the St Briavel's Centre for child development and by coincidence, winner Helen Downey is associated with the cen-

Helen, accompanied by son Eric and daughter-in-law Katherine, joined the frigate with families and friends of the ship's company.

The visitors witnessed a man overboard exercise, a sail-past by HMS Coventry, and a fly-past by three Hercules from Monmouth's affiliated RAF squadron.

Monmouth's Commanding Officer, Cdr Tim Stockings, presented a cheque for £1,500 to St Briavels, a total boosted by a sponsored run by sailors from Plymouth to Newport.

nt that set a new world ord at Canary Wharf, London. event expected to raise

Kursk children see the best of Scotland

CHILDREN of submariners who died aboard the Russian submarine Kursk had their wish granted twice over when they spent a ten-day holiday in the UK.

The ten – ranging from ten to 19 – had expressed a wish to see a Scottish castle, but ended up as guests of honour at two.

Originally dreamt up by wives of Royal Navy submariners, the holiday was a joint effort between the Navy, the RN/RM Family Association, the RN Chaplaincy and the Naval Personnel and Family Services.

Royal Sailors Rests, the Naval Christian charity, hosted the chil-dren at Braeholm, Helensburgh, near Clyde Naval Base at Faslane, and many departments chipped in

and many departments empped in to organise a programme.

Time was spent with the MOD at Faslane – home of the Royal Navy's First Submarine Squadron – when they met the police dogs and had a trip in a Flect tender.

LIMS Caledonia invited the abil

HMS Caledonia invited the children, who all study English, to Fife for a civic reception, where they received the Freedom of the Kingdom of Fife.

A visit to Stirling Castle and the Loudon Castle Fair proved popular, and a hotel hosted them for an afternoon of activities, including a

boat trip on Loch Lomond, swim-ming, quad biking and archery. The MOD Police took the party to visit Rangers Football Club at Ibrox in Glasgow, and the local Sea Cadets, TS Neptune, held a barbecue in their honour.

A surprise was laid on for their final evening when a local man, who had read about their arrival in



Children of submariners who died in the Kursk tour the Clyde Naval Base at Faslane.

the press, put on a private dinner party for the children in his castle.

They were welcomed on arrival by a piper, and after dinner a fam-ily played traditional Celtic music. The children have now returned

home to Russia.

The Kursk Kids Committee
Fund presently stands at around
£16,000, with half of it being
money pledged in kind – offers of

accommodation, food and so on. The money has been raised through fund-raising events such as sponsored breakfasts and car boot sales. Just six weeks ago, in mid-June when the idea was first discussed, the fund stood at 82p, all that remained after the initial purchase of items for the committee's

first fund-raising venture.

Any further donations to the Kursk Kids Committee Fund should be sent to the Royal Sailors Rest in Helensburgh – the ten who travelled to the UK represent less then a fifth of the children who lost

fathers in the accident.

The Kursk, an 18,300-ton Oscar

II-class nuclear attack submarine, sank in the Barents Sea in August 2000 with the loss of 118 men. She was crippled by an unexplained explosion in the forward compartment, and sank in 300ft of water.

Salvage work is under way, with plans to cut away the damaged bows before she is raised on cables slung from a lifting barge.

Chernobyl victims get a break

TEN victims of the Chernobyl disaster in Russia have visited HMS Raleigh during a two-month stay in Devon and Cornwall.

stay in Devon and Cornwall.

The children were brought to the UK by the Chernobyl Children's Lifeline Charity, which aims to boost the damaged immune systems of the children, aged eight to 12, by providing them with plenty of fresh foods, vitamins clean air and fun.

vitamins, clean air and fun. Their visit to Raleigh began with a competition in the swim-ming pool, followed by a children's party at which Commodore Laurie Brokenshire, the Commodore of HMS Raleigh, delighted his audi-ence with magic tricks.

Flagship Catering manager Paul Johnson provided food and fresh fruit, while Lizzie Duck and Jean Batt of SODEXHO Services came

up with party balloons and trimmings, along with goodies bags.

The children then went to Jupiter Point, the Sea Sense Training Centre, for a boat trip down the Tamar.

Charity amendment

THE CHARITY Commission proposes to make a Scheme to amend the trusts of the King William IV Naval Foundation charity. A copy of the draft Scheme can be seen at 4, Swanmore Park, Upper Swan-more Southampton or can be more. Southampton, or can be obtained by sending an SAE to the Charity Commission, Woodfield House, Tangier, Taunton, Somerset TA1 4BL, quoting refer-ence 215897 AFC. Comments or representations can be made by September 13.

Groundforce Glasgow

A GROUNDFORCE team from HMS Glasgow helped a shelter for abandoned street children and teenagad mothers in Brazil by clearing an area of scrub to make way for a shelter extension.

The shelter, named Casa Jimmy in honour of the substantial support provided by Led Zeppelin guitarist Jimmy Page, has cared for more than 200 children since it opened in October 1998 as part of the London-based Task Brasil charity.

The work done by Glasgow will allow the shelter to double in capacity.

The shelter is now a regular call for sailors of RN and RFA ships in

the region.

Glasgow has been on patrol in the South Atlantic.



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Second Sea Lord points the way forward for a Navy that's -

Around half of today's Navy are young people under 25 – and as their lifestyles and career expectations have changed over the past few years, the Navy has had to change its ideas about them, too.

During a fortnight's work experience with Navy News, Daniel McCarthy (15) talked to the Navy's premier 'people person'-Second Sea Lord Vice Admiral Sir Peter Spencer:

How much do you think young people's expectations of the Navy have changed since you joined?

Oh, hugely - I joined in 1965, and in those days the average age people joined the Navy was much younger. There were a lot of 15 and 16-year-olds and they, very largely I think, just wanted to get out of a humdrum life at home and go off and see the world. Now the average age of people joining is 19, and I think it's a more considered decision.

They're thinking more of a career – certainly of wanting to build up a portfolio of experience and education and skills. Probably most people who joined in 1965 stayed until they were 27. These days they don't necessarily expect to stay for a long period – if they do, it's a decision made after about three or four years.

Do you think the Navy has lagged behind in updating its facilities - in things like accommodation and leisure, for instance?

We certainly have done with some of the shore accommoda-tion, and I've spoken about that to the House of Commons Defence Committee. It's something I feel badly about - and Ministers have been very receptive to proposals that we should increase spending in that area.

This has been very well received by sailors and Royal Marines, but I also have to explain to them that it takes a bit of time to catch up with the back-log. So it's a question of making sure that you shape expectations to what you can actually do. But we're going in the right direction, there are a lot of building programmes going on - big rebuild-ing programmes in Portsmouth

Naval Base, which is good news, and also at Devonport.

The areas which worry us most at the moment include HMS Neptune at Faslane - and that shows up pretty clearly from the 'continuous attitude surveys' and the messages I get from people when I go up and visit them.

So far as sports facilities are concerned, on the whole they're pretty good – partly through public funding and also through things like the Sailors Fund and the Nuffield Trust.

The real emphasis at the moment is to ensure that people are given the time to go and use those facilities. When you're short of people – as we are at the moment - and you've got gaps, it puts the pressure on those who are left, and commanding officers have to think very hard to make sure that they devote time in the programme for their sailors to go off and do some sport.

What are the first things you want to improve?

As I say, what I'm trying to do at the moment is to reduce the number of gaps in the Navy - because that will reduce some of the pres-sure on people and their families. That's really the most important thing - and we're putting a lot of effort into that.

There are some quite farreaching changes which are just being introduced into the Fleet under a programme called TOP-MAST – 'Tomorrow's Personnel Management System' – that will make life very much better for all of our people. Again, it will take time to realise.

The other improvements I'm making are to give sailors and Royal Marines much more involvement in planning their own careers. People these days are much more independently-minded. They're educated in different ways, they don't want to be told what the system is going to do for them, they want to view the options and choose for them-



 Vice Admiral Sir Peter Spencer enjoys a joke with members of the Gibraltar Field Gun team following his official opening of the Joint Skills and Learning Centre, which aims to provide a well of skills and information for RN personnel based on the Rock. This project entails a wide range of initiatives, including a virtual café with the newest kid on the education block, Elearning – a welcome benefit for younger recruits.

GH VALUE



• "When sailors travel the world to places like Sierra Leone, they say to me: 'Once we got there, we knew why we had to be there'." - Vice Admiral Sir Peter Spencer talks to Daniel McCarthy.

Some of Navy News' older readers might feel today's sailors have it too easy - is that a fair comment?

No, it is not! For the majority of our people, I think the operational tempo of the Navy is higher today than it was in the middle of World tor' unless you show them they

I know they are - they're what makes us the best Navy in the world. But what we need to do is to make sure that we recognise that if we're going to keep at that level, and still have a Navy working at that level in the future, we've got to ensure that we have a Navy that is an attractive occupation, both for it's people and

years from now? I'm very optimistic – for two reasons. One is, the Navy – I mentioned its high operational tempo – is recognised by the Government and by the Foreign Office for the hugely valuable organisation that it is.

If all goes to plan,

how do you see the

situation in, say, ten

Last year we had 12 live operations and the expectations are of a very busy operational pro-gramme between now and 2010, and beyond.
The second reason is that

we've got the largest procurement programme on contract of any other Navy in Europe – and among the biggest in the world for

future ships.

We've taken delivery of HMS
Ocean – and Albion and Bulwark, the two big landing ships for the Royal Marines will come into service next year. We've also got a whole lot of other logistic ships on order - so the whole of 3 Commando Brigade's amphibious capability will be completely regenerated. In addition to that we've got the work going forward on the new aircraft carriers and the new aircraft to replace the Sea Harriers. We've got the Astute-class submarines building up in Barrow – and we've got the

Type 45 destroyers soon. So we will have a very capable, very new Navy. And my job, of course, is to make sure we continue to attract and retain a force of very capable and highly motivated sailors and Royal Marines.

As of today, what are the career prospects compared with civilian life? How does the money compare?

I know the money compares

closely. And when people say to me: "I'm thinking of leaving the Navy because I reckon I can get paid better somewhere else". I say, "Well, so long as you do the sums properly and take account of the value of the pension you'll get and how much you'll have to contribute to it and all the other benefits - including job satisfac-

tion – you get." But I don't think that most people join the Navy for the money they join for other reasons. What you have is a job that is really worthwhile. When sailors and Royal Marines travel the world to places like Sierra Leone and go ashore and see what's happening there, the sort of thing they say to me is: "Once we got there, we knew why we had to be there, when we turned to and saw the roof over the local school had been wrecked"

And then they go off to Bosnia, and to Kosovo, and to East Timor – and when they go to these places and see how they can be part of a 'Force for Good' in this world, they get a busy interest in life, doing things which are highly worthwhile. They're very much more interested in building their careers once they can see the way ahead - and it's so rewarding. And, in terms of responsibility, of course, at quite an early age you could be seriously responsible. I've got a lieutenant who works for me who is only 28 - and he's already commanded his own

The other thing, in terms of building careers, which I like to tell people about is that 30 per cent of Naval officers joined the Navy as ordinary sailors.

So this is a real meritocracy this is an organisation which tal-ent-spots. We don't care where you went to school or who your dad was - we're just interested in what you can do and how far you can go.

'I've got people who joined as ordinary seamen who've gone on to command the Navy's destroyers as captains - and that is just fantastic.'

(See Newsview, page 24)

'For the majority of our people, the operational tempo of the Navy is higher today than it was in the middle of World War II'

War II - we work them very hard. Because our ships, although they still break down from time to time, are much more reliable than they used to be. And that's partly why the operational tempo is high.

You can only really compare against what's happening elsewhere in society. In 1965, for instance, when we used to go away for very long periods of time, a lot of people remembered the war and the long periods of separation that went on then.

These days, sailors are a much smaller group of the population and the population at large has a much higher standard of living We need to reflect that in the way we accommodate our sailors at sea and ashore.

How far are you prepared to go to carry out your aims? What are the financial implications?

The most important thing in all of this is that you can't say to peo-ple 'You're the greatest single fac-

their families. We're doing a lot of work to find out what it is sailors and Royal Marines like about the Naval Service and what it is they don't like - to ensure that the money is spent to target the improvements which are neces-

One of the things that TOP-MAST will do is give people more stability. At the moment they get moved around very rapidly, particularly the most junior sailors.

inat means you can plan your life. It means, if you've got a girlfriend and you want to see each other, you don't know if it's worthwhile to plan – you might only be on a ship for 13 months then move somewhere else. If you've got a longer and more sta-ble employment, you can plan what you're doing much more.

The other thing that has changed, of course, is that today most people's wives and partners have careers of their own, so they're not in a position to be able to keep on moving around the country. We have to think about the impact on their families as well - because there's a fair amount of family decision about how long people stay in the Navy

because we follow that very

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www.navvnews.co.uk 20 NAVY NEWS, SEPTEMBER 2001

Cavalier is back in the water

BRITAIN'S last World War II naval destroyer HMS Cavalier has been re-floated and part of the ship reopened to the public below decks.

During the 18-month project a small, dedicated crew of old sailors, some of whom served in her, and ex-Chatham dockyard maties, signed up once more to help put right over a decade of neglect.

neglect.

HMS Cavalier was built on the Isle of Wight and entered service in 1944, receiving a battle honour for action in the Arctic.

In 1971 she won a race to become the fastest ship in the Fleet, finally paying off at Chatham in 1972. Shortly after decommissioning, Earl Mountbatten of Burma started a cambatten of Burma started a cam-paign to save the historic ship, by then the last of her kind in the UK.

In the late 1980s attempts to preserve her as a stand alone tourist attraction failed. She was bought by South Tyneside Council and moved to Hebburn to become the centrepiece of a new museum of shipbuilding – but the project never reached fruition. Eventually the ship was threat-

ened with either being scrapped or sold overseas. Her former ship's company led a campaign that resulted in a major grant from the National Heritage Memorial Fund enabling the ship to be bought by the HMS Cavalier (Chatham) Trust and in 1999 she was towed to the Historic Dockyard Chatham and placed in the famous No 2 Dock, the site where Nelson's flag-ship HMS Victory was launched in

HMS Cavalier is being preserved as part of a national memorial to the 153 RN destroyers and their 30,000 crew lost in action in World War II.

Ship Keeper Brian Sanders told Navy News: "When the ship was operational there was a crew of over 150 men to look after her each day. It has taken our crew 18 months to reopen the ship to the public below decks. Looking after a vessel of this scale is a massive undertaking and will be an ongo-ing task. We hope to open up more of her as time and money allows."

☐ Visitors to HMS Cavalier and the Historic Dockyard Chatham should call 01634 823807 for fur-

KGFS appeal

BROADCASTER and writer Libby Purves will make an appeal to raise funds for the King George's Fund for Sailors on BBC Radio 4 on September 23 at 7.55am and 9.26pm and on September 27 shortly before 3.30pm. This year's target for vol-untary income is £1.2 million.

GUNEX out of Africa



SAILING in company with HMS Gloucester are South African Navy Strike Craft SAS Isaac Dyobha and SAS Adam Kok.

The ships sailed from Durban after Glouicester's six-day goodwill call for a day of joint exercising that ended with a GUNEX and the sinking of a trawler hulk.

Gloucester fired first with the ship's helicopter fitted with a Heavy Machine Gun mounted on the side.

Then from over ten miles away with her 4.5in gun (inset) before all three ships

(inset) before all three ships moved in with their close range guns.

Special guest on board the Type 42 destroyer was Mel Baker, one of the few remaining survivors (from the original 85) of the World War II destroyer HMS Gloucester, sunk off the island of Kythira, Greece on May 22 1941.

Mini Navy Days for Guz as NATO squadron calls

A VISIT by a squadron of NATO ships which coincides with Devonport Naval Base open days has brought a mini-Navy Days to Plymouth.

The two-week stopover by the nine ships of Standing Naval Force Mediterranean (STANAVFORMED) begins on September 6, while the open days are planned for the weekend of September 8-9.

During the weekend the NATO warships, including the Royal Navy's HMS Chatham, will also be open to the public.

The other vessels are the frigate

Bayern from Germany, the Greek destroyer Formion, the Italian frigate Van Nes, the Spanish frigate Santa Maria, the Turkish frigate Giresun, the destroyer USS Gonzalez and the German replenishment tanker Rhoen.

As well as the ships, visitors will be able to tour historic buildings within the base, such as the 18th-century Ropery, the oldest covered slipway in Britain and the Hangman's Cell. Coach tours will be laid on. Change

command STANAVFORMED takes place at Devonport on September 14 when Rear Admiral G. Bissari of Italy transfers command to Commodore Angus Sommerville, who will fly his pennant in HMS Chatham.

The ceremony will be the biggest event at the base this year. Details of open days are available from Plymouth Tourist Office on 01752 266030

Princely gift from Gales

A GIFT of Gales Ales in com-memorative bottles made the 15th reunion of HMS Black Prince Association an event to remem-ber. The personalised bottles were specially designed by Gales Brewers and presented to the shipthey gathered at for a three-day Llandudno

Marine Cadets are 150 years old

HE ROYAL Marines Volunteer Cadet Corps, one of the country's oldest cadet organisations, celebrated its centenary with a formal parade at Whale Island involving over 150 Marine Cadets drawn from across southern England.

Marine Cadets drawn from across southern England.
RMVCC Portsmouth was originally formed at Eastney
Barracks, Portsmouth on February 14, 1901.
Guests of honour were the Lord Lieutenant of Hampshire,
Mrs Mary Fagan, and the Commandant General Royal
Marines, Maj Gen Robert Fry, who inspected the cadets
along with the Lord Mayor of Portsmouth, Clir Elaine Baker,
and the Commodore HMS Excellent, Cdre Adrian Munns.
The Colours of RMVCC Portsmouth were re-dedicated at

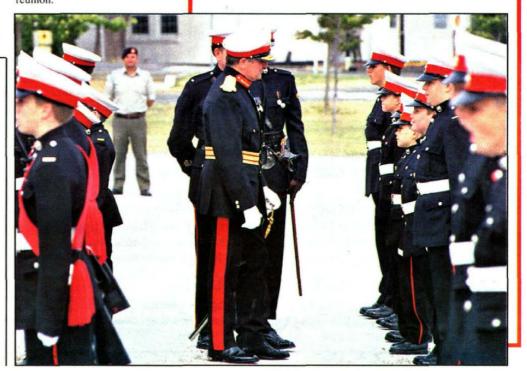
The Colours of RMVCC Portsmouth were re-dedicated at a drumhead service conducted by the Chaplain to HMS Excellent, the Rev Robert Pyne and the parade marched past behind a massed band of some 50 Marine Cadet musicians from the Portsmouth and Plymouth RMVCC units and the Gosport Light Infantry Cadet Marching Band.

After refreshments provided by the Parents Association, the guests watched displays by Plymouth's Drill Squad and Portsmouth's Gymnastics Display Team. Mrs Fagan presented Lord Lieutenant's commendations to several longserving members of staff who between them had accumulated over 200 years' service.

Finally, a celebration cake made by Portsmouth instructor – and mother of two cadets – Mrs Elaine Cahill was cut by Mr Harry Sawyer, the oldest ex-cadet on parade (he joined in 1923) and the youngest present cadet, Jamie Bulbeck (9).

Maj Gen Fry inspects Cadets of RMVCC Portsmouth.





KEEPING COSTS UNDER CONTROL: A SPECIAL PLEA TO -

Five years ago, the Navy Board commissioned a Strategic Plan to set out where the Navy is going and how it intends to get there.

Now in its second phase, it looks ahead 15 years and identifies under five 'pillars' what actions are necessary to achieve the Board's long-term objec-

One of these is Resource Management and in this special article for Navy News the way ahead here is explained by its pillar 'Champion', Commodore Paul Boissier:

then I was doing my initial Naval training, the Gunnery Instructors on the parade ground used to motivate us by saying that there were two ways of getting things right: the easy way

Do it the easy way: concentrate, do a bit of quiet practice on the side, get the drill right and everything was sweetness and light (well, so far as the Gunnery Branch ever was).

Do it the hard way, carry on making the same old mistakes, and you would be there on the parade ground "until you get it right . . . Sir!"

It's a bit like that with resource management, too. There is a hard way – waiting until another crisis occurs and then reacting to it – where we have to force change against impossible timescales. And there is a very much easier way, in which we have the ideas before-hand, take the initiative and lead change. And this in turn works better if everyone is involved in the process from the start.

One of the purposes of the Royal Navy Strategic Plan is to allow us to move the Navy forward the easy way, by developing a pro-gramme of change that will keep us ahead of the game. And by mak-ing sure that people can see in advance what has been planned, so that they aren't caught unawares when new initiatives come up.

It is also designed to put change into a context, to explain why things are changing: this is where we want the Navy to go, and if we are going to get there, these are the things that we need to do.

Resource Management affects us all – you can't escape from it. In this respect, Defence is no different from our own domes-tic budgets. If you don't have the money, things just don't happen.

Resources are an enabler - if we want to improve the way the Navy is, we must make sure that we get smarter at looking after the resources at our disposal. That's not just money; it also includes people's time, knowledge and creativity, their training, the use of assets (buildings, ships, vehicles, equipment etc) and utilities (oil, water, electricity, telephone

Over the past few years we have done quite well in putting together a number of high-level change pro-

● The introduction of Resource Accounting and Budgeting (RAB) is actually quite a big deal in allowing us to see how well we manage our money and assets.

• Fleet First is a demanding, but very valuable programme of

rationalisation. The Defence Training Review will deliver significant efficiencies.

• There are many others to be taken forward at a high level -NRTA Estate Rationalisation, Warship Support Modernisation, TOPMAST, to mention just a few.

Taken as a whole, these initia-tives will do much to keep the cost of running the Navy under control. But we should also look at a more detailed level, and in doing so I would hope to get people more involved in the process, right across the spectrum of the Royal Navy, from the Royal Fleet Auxiliary to the Royal Marines junior rates, senior rates, officers

If you take as a starting point

that each one of us is a highly trained specialist in our own par-ticular field, it must follow that we are the ones who will be best placed to identify where and how we can make improvements to the

"Efficiency" in the MOD context is so often taken to mean "reduction": doing the same for less. But it can also be about doing more with the same amount of resources. The process of driving efficiency does not always have to be destructive - it can also be about creating a better and more

streamlined organisation.

I believe that there is a great wealth of ideas within the Royal Navy, coming from long years of experience, that we can build on in trying to get the very best out of the organisation. But we can't take these ideas forward without your help. To that end, I would greatly welcome your views on where we can become more efficient, so that I can build them into the next stage

of the Strategic Plan.
They might involve simple things that are no more than good housekeeping, like ensuring that heating, telephones, electricity, water, steam are not wasted. Utilities form a significant annual bill across Defence, and even a two per cent reduction, which is easily achievable, will make a significant difference over the totality of the

budget.
Or alternatively, finding a way to make better use of buildings, ships or other assets so that we really get as much value out of them as we possibly can.

Or by reducing the amount of

resources that we waste. I will guarantee that every single person guarantee that every single person reading this will be able to think of something that happens in their daily life at work where they can say: "What a waste – if only they did it this way, it would be vastly more sensible."

s there somewhere where we can spend a little money to make something more efficient, and so get a significant return?

And what about our jobs? If people work for you, are you using their time as effectively as you can? Can you think of a better and more efficient way of doing the job? Are people personally responsible for delivering results and improving performance?

And in your own job, is there problem was the results and expert.

another way that you, as an expert, can think of that will allow it to be done more efficiently, with fewer people, in less time?

I would greatly value your views. If you can think of a way of improving what we do, or how we do it, let me know, no matter how off-the-wall it might be - and I will bring your ideas to the attention of the relevant authorities.

Send your ideas to me, Commodore R. P. Boissier, Naval Base Commander, Portsmouth Naval Base, Portsmouth PO1 3 L e-mail: paulboissier@hotmail.com.

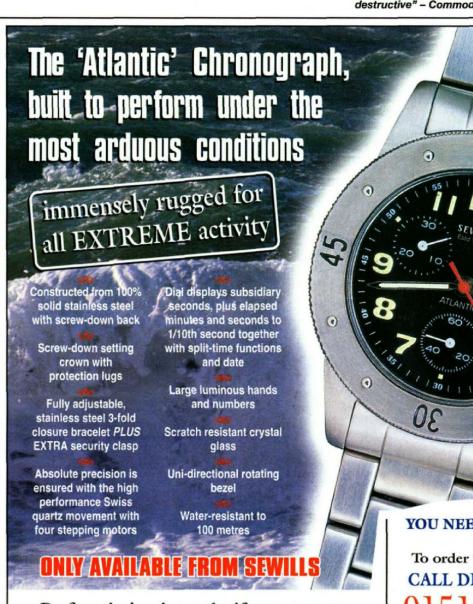
I will personally offer a bottle of champagne for the two best ideas that are sent to me by the end of October 2001.

(The results will be published in a future edition - Ed)

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"The process of driving efficiency does not always have to be destructive" - Commodore Paul Boissier.



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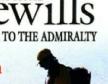
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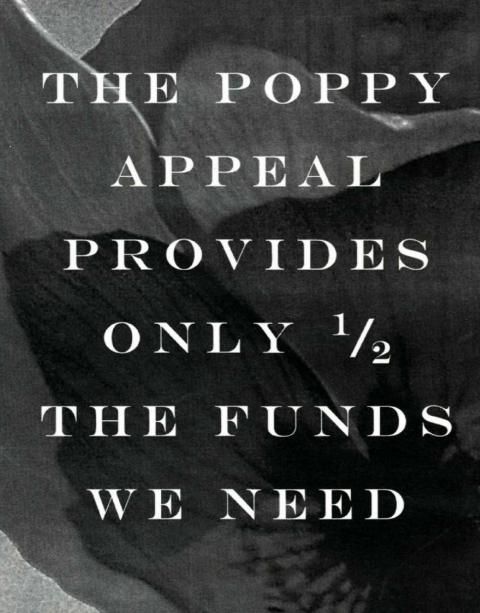
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Ships of the Royal Navy No 550

Identity change for ships

TWO SHIPS carried the name Puncher before the launch of the Archer-class patrol vessel, and both started life under a different

The first was an escort carrier of 11,420 tons built in the shipyards of Tacoma in Seattle, and originally named the USS Willapa.

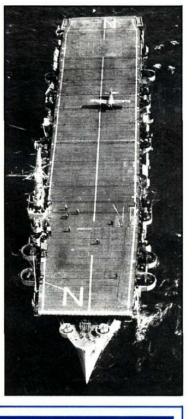
She served with the Royal Canadian Navy, and joined the Royal Navy on November 8, 1943 under the Lend-Lease arrange-ment. She was returned to the Americans on January 16, 1946.

The second was the former Landing Ship Tank 3036, 2,256 tons, built at Ailsa in Scotland and launched on November 20, 1944.

She was renamed Puncher in 1947, and served until she was sold on August 12, 1960, arriving at Ghent just under a year later to be







Puncher never gives in

MS PUNCHER now has a motto to go with her badge, and her Commanding Officer feels it sums up the activi-ties of the little ship over the past 18 months or so.

The Archer-class patrol vessel has had a very busy time of late, and with a high turnover in the ship's company, Lt Cdr Gordon Ruddock has been pleased with the attitude and enthusiasm shown by his team - hence the new motto Never

Puncher's primary role is to support the University of London Royal Naval Unit, and she has deployed as far as Norway, Denmark, Germany, Belgium, the Netherlands and France.

In addition, she has fulfilled the normal term-time activities at weekends, and participated in ship's company training. The Archer-class, also known as

P2000s, can enter harbours inac-cessible to any other Royal Navy

ships, thereby bringing the White Ensign into the public eye in ports and towns rarely visited.

Puncher has also supported Flag Officer Surface Flotilla activities, being involved with Flag Officer Sea Training programmes out of Devonport, Royal Marines exercises in Dartmouth, ethnic minority recruiting in London and Royal Marines landing craft training.

Following operational sea training in June, Puncher embarked on her summer deployment to Northern France and the UK Channel ports, giving undergraduates daily challenges in leadership,

seamanship and navigation.

Apart from sea training, social and sporting events were arranged, and the patrol craft made a visit to Pegasus Bridge at Caen, site of one of the first actions of the Normandy landings.

BATTLE HONOUR

Atlantic 1944

During a visit to the ship's affiliated borough of Eastbourne, Puncher welcomed a large number of locals on board, and gave the Director of Naval Recruiting a

platform in the town.
Puncher also had a role to play a search and rescue exercise with Eastbourne lifeboat and the Coastguard helicopter.

Coastguard helicopter.

The Navy patrol vessel simulated an engine fire at sea, requesting assistance from the RNLI and Coastguards, thereby allowing valuable training in firefighting, first-aid and joint exercising.

Students took the roles of casualties, and an exacuation by air was

alties, and an evacuation by air was

arranged. P2000s play an important role in the training of cadet forces and Sea Cadet units, RN Reservists and other units.

But it is in the field of public opinion that ships like Puncher have such a vital part to play - and recruitment from a University RN Unit is not the main aim, as the focus of attention is to impress upon future leaders and opinionformers the presence and capabili-

This is achieved by exposing high-calibre undergraduates to the life of the Services in as realistic an environment as possible. Of immediate concern for

Puncher is the fact that she is host-ing Princess Anne, Chief of the Defence Staff Admiral Sir Michael Boyce and VIPs at the International Festival of the Sea at Portsmouth.

Facts and figures

Class: Archer-class patrol craft Pennant number: P291 Builder: Watercraft, Shoreham, completed by Vosper Thornycroft, Southampton Completed: 1988 Displacement: 49 tons Length: 20.8 metres Beam: 5.8 metres Draught: 1.8 metres

Speed: 22 knots Complement: 11 (three offi-

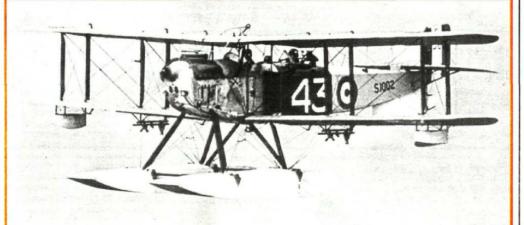
Main machinery: Two RR CV

Weapons: Fitted for one 20mm Oerlikon gun Sensors: Navigation: Racal Decca 1216; I-band Affiliations: Borough Eastbourne; Royal Borough of

12 M800T diesels

Kensington and Chelsea; Worshipful Company of Bakers; HMS Westminster; HMS Talent; Shiplake College CCF; TS Dundas; Moira House School for Girls, Eastbourne

AIRCRAFT OF THE ROYAL NAVY No 59



Fairey IIID

THE FAIREY IIID was a refinement of the basic design of the the Fairey IIIC aircraft

(No 56 in this series).

First flown in 1920, it became one of the leading types used by the the Fleet Air Arm between 1924 and 1930.

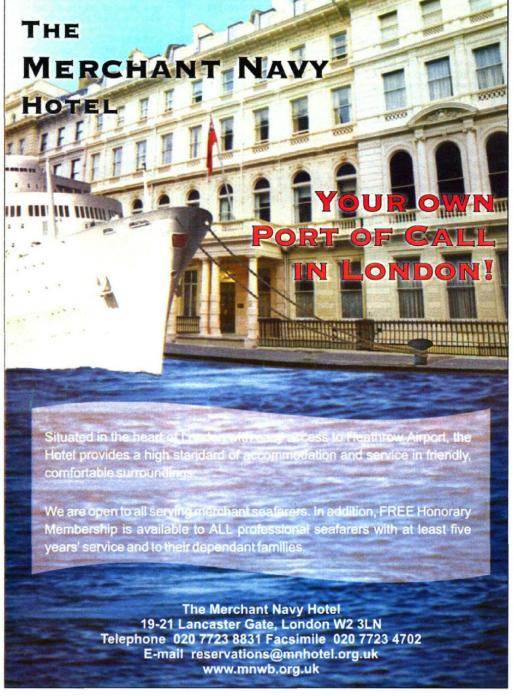
In 1925 a IIID became the first standard seaplane of the FAA to be catapulted from a ship at sea - HMS Vindictive. Meanwhile, a landplane version flew from carriers such as HMS Argus whose IIIDs helped to protect British interests from Chinese rebels in the Shanghai

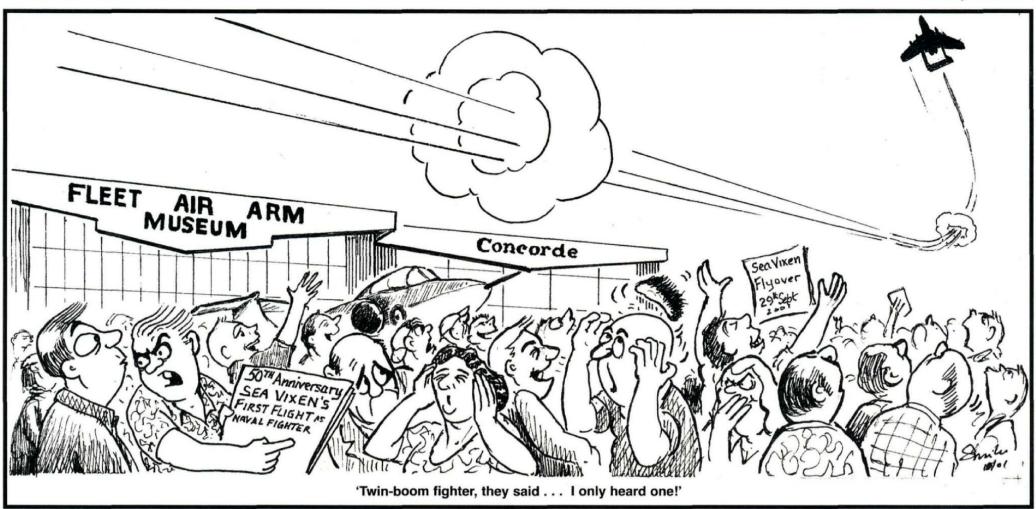
On a more peaceable mission, aircraft of the

type flying from seaplane carrier HMS Pegasus at Singapore carried out an aerial survey of Malaya.

Like the IIIC that preceded it, the D's armament comprised a Vickers gun forward and a Lewis gun in the rear cockpit. However, it was the only aircraft of the series to have provision for a third crew member.

The Fairey IIID was powered by a 375hp Rolls-Royce Eagle VIII engine or a 450hp Napier Lion. The Eagle-powered aircraft achieved a top speed of 106mph and climbed in 6 minutes 40 seconds to 5,000ft. Range was 550 miles and service ceiling was 17,000ft.





NEWSVIEW

Still more equal than others

SIXTY years ago, in his essay England Your England,* George Orwell wrote: "The mass of the people are without military knowledge or tradition, and their attitude towards war is invariably defensive. No politician could rise to power by promising them con-

quests or military 'glory'."

Orwell made that observation at a time when a large proportion of our population was under arms – getting on for a million in the Naval Service alone - and perhaps a still larger proportion had direct experience of war and military service. But it is so much more true now than it

Orwell added: "A navy employs comparatively few people, and it is an external weapon which cannot affect

home politics directly."

Well, today the Royal Navy employs comparatively far fewer people than it did in 1941 – or even in 1965, as the Second Sea Lord, who started his own career in that year, told a young would-be journalist who scooped an exclusive interview with the Navy's premier 'people person' in the course of a fortnight's work experience with

Daniel McCarthy showed commendable courage in making the suggestion to Vice Admiral Sir Peter Spencer that today's sailors might have an easier time of it than did their immediate predecessors - and it provoked a

typically robust response from 2SL.

Admiral Spencer went so far as to say that for most sailors "the operational tempo of the Navy is higher today than it was in the middle of World War II" - itself a "courageous" statement, as Yes Minister's Sir Humphrey
Appleby might have told him, that is likely to provoke a
broadside of hot denials from many of our older readers.
But it bears close scrutiny. While there was no sug-

gestion that conditions in today's warships - and conditions of Service generally – compare with those of 60 years ago (the Navy would have failed dismally to deliver had they not improved out of all recognition) somewhat paradoxically, the workload demanded of our ships today has grown with their increasing reliability and, not least, with the increasingly high level of education and sophistication of the people who man them.

To a great extent, then, the expectations of the Navy

today, by Government and taxpayers alike, are dependent upon all these things; in terms of workload, we are

the victims of our own success.

rwell's view of the Navy as "an external weapon that cannot affect home politics directly" is also obviously more true today than it was in 1941 and that is much more disturbing.

Underlying Admiral Spencer's comments, though, is the comforting knowledge that the Government is more and more aware that it can and should do.

Orwell's most famous dictum, from Animal Farm, that "All animals are equal but some are more equal than others" certainly applies to a Navy that allows ordinary seamen to rise to command its destroyers as captains and a third of them to achieve officer status, some of them, through the recently introduced Senior Upper Yardmen scheme, even at a late stage in their careers.

It also applies to a Navy still regarded as second to none – and not just by the Second Sea Lord, either.

* From The Lion & The Unicorn, Secker & Warburg, 1941.

UBMARINERS will form the lead platoon at this Rememyear's brance Sunday parade at the Cenotaph in Whitehall.

For generations the Royal Navy has paraded a mixed platoon representing various branches of the Service.

Now, to mark its centenary year, the Home Office has given approval for the RN Submarine Service to parade a unique platoon as a mark of respect for all those who gave their lives in the service of their country - either by act of war or in submarine accidents.

A specially commissioned wreath will be carried and presented for laying at the Cenotaph by the President of the Submariners Association, Rear Admiral Tony Whetstone.

To date, 22 branches of the Association are to be represented together with members of other RN submariners groups. Atten-dance will be by ticket only.

All RN submariners, serving or retired, are invited to march, says SA National Parade Marshal and Ceremonial Officer, Ian Tyson.

"We aim to have a platoon of 67 submariners – one for every RN submarine lost, including X craft. To achieve this most symbol-

Submariners take lead at the Cenotaph

ic and reverent number would be worthy of our dedication and of our respect for fallen comrades.

"Should numbers exceed 167, then a separate platoon of 'spare crew' will be formed with each man representing an element of the Submarine Service - widows, families and so on. They will march immediately behind. "At present we need more vol-

unteers. Those who wish to use wheelchairs are of course welcome

"Their helper, or navigator,

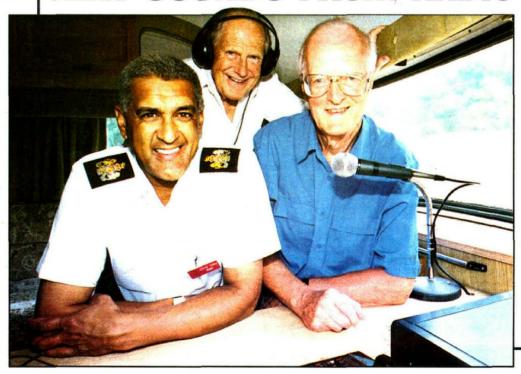
must also be an RN submariner.
"You are respectfully invited to arrange your own 'wheels'. The Royal British Legion prefer the use of manual wheelchairs rather than electric – apparently in the past some veterans have arrived without having charged their bat-teries. They couldn't have been submariners!"

A post parade refreshment muster for finger buffet, hot drinks and a cash bar has been arranged at the Civil Service Club, Great Scotland Yard. It is hoped to pro-

duce a limited-edition parade badge and/or tie for every man who marches. Costs for refresh-ments and badge alone will be

□ Submariners wishing to vol-unteer for the platoon should write to Ian Tyson at 'Desdemona', Eel Pie Island, Twickenham TW1 3DY, giving full name, any hon-ours or decorations, association membership (if any), address and telephone number and a precis of telephone number and a precis of

NEW SOUNDS FROM RADIO HA



VOLUNTEERS who run Haslar Hospital, Gosport's radio station have taken delivery of a new caravan equipped to make outside broadcasts.

HMS Sultan, the engineering training establishment, was originally asked to repair the local broad-casters' existing equip-ment, a task taken on by WO Chris Cole.

With a team of petty officers, work started - but it was soon clear that the 40vear-old vehicle beyond repair.

So the decision was made to buy Radio Haslar a new one - using the proceeds from this year's Sultan Summer Show.

NEW WAVES: Chris Cole with engineer John Ward and Radio Haslar Chairman Keith Fossey inside the new outside broadcast unit.



 USS Enterprise, one of the largest flat-tops in the world, is overflown by just a few of the impressive range of aircraft taking part in one of the most complex exercises of its kind for years off British



New radio outfits raise fog of battle

ROYAL Marines have been demonstrating a new battlefield communications system Defence Procurement Minister Lord Bach.

The Bowman personal role radio system will help front-line combat troops by linking them together, and to commanders, to allow a detailed picture of the fighting - and finally lifting the 'fog of battle'.

Each soldier is equipped with a lightweight headset work under a combat helmet and linked to a radio the size of a personal stereo

The combatants can then pass and receive orders and information among themselves over distances of up to 500 metres, whether the site is open, heavily wooded or features buildings.

Lord Bach, who watched members of 45 Cdo test the equipment on Salisbury Plain, said: "The one aspect of infantry combat that has not changed since the Romans is the need for squad leaders to shout orders or pass instructions by hand signals . . . The new radio will end this and transform the way our troops fight."

The system, produced by Marconi and delivered early and within budget will give British commanders a tactical advantage, and



 A member of 45 Cdo wearing the new Bowman personal role radio which is being introduced.

cuts the chance of 'friendly-fire' incidents.

The £20 million contract to supply 45,000 sets and five years support is part of the hi-tech Bowman battlefield communications system which will be used by all three

With deliveries having begun on July 23, it is hoped that the personal role radio system will be in Service by next March.

Enterprise culture lifts exercise to new height

HE MOST complex Joint Maritime Course of recent years took place off and on the coast of Scotland, featuring two aircraft carriers - including the giant warship USS Enterprise.

Over the two weeks, more than 14,000 personnel from 12 NATO and Partners for Peace nations used the exercises for training in a multi-threat environment, in the air, on the surface, and under water.

The nuclear-powered Enterprise, with an air wing of 90 aircraft, and HMS Illustrious were among over 40 ships involved at sea.

A total of eight frigates and destroyers, 15 mine countermea-sures vessels, RFAs Fort Victoria, Sir Galahad and Diligence, as well as the German Navy's 7th Fast Patrol Boat Squadron, made up the bulk of the forces.

Fast jets included American FA18 and F14 squadrons, French Super Etendards, RAF Tornados, Jaguars, Hawks and Harrier GR7s, and the Royal Navy's Sea Harriers. Maritime patrol aircraft were rep-

resented by RAF Nimrods, Canadian Auroras, French Atlantiques and Norwegian and American P3Cs.

Helicopters included Sea Kings of 849 Squadron B Flight and 846 Squadron; 27 Squadron CH47s, 815 Squadron Lynx, US Navy SH60Fs and 9 Regt Army Air Corps Lynx and Gazelles. There was also an amphibious element, with 3 Commando Brigade, 40 Cdo, 29 Cdo Regt, 9 Regt Army Air Corps and 539 Assault Squadron. The RAF Regiment was represented by 16 Squadron.

resented by 16 Squadron.

The JMC began with a work-up – a programme of exercises allowing units to hone their skills and iron out any problems in working together.

In the subsequent combat phase, the units were divided into two task groups to fight it out.

Aircraft were allocated to each group, and flew regular attack, reconnaissance and bombing sorties against the opposition.



Against an angry sky, HMS Illustrious's Sea Harriers return from a sortie during the JMC.

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Tel: 023 9266 0296 email: rnbt@rnbt.org.uk





the task in sending these warships overseas. Take HMS Richmond as an example. M.S. WESTMIN

 OM Butterworth plays the clown to entertain children from Lithuanian orphanages who visited HMS Westminster while she was alongside in Klaipeda.

HMS Westminster returns to Portsmouth after her NATO deployment.

She assumed her duties as the UK's contribution to the Standing Naval F o r c e Mediterranean from HMS (SNFM) destroyer HMS York at the turn of the year. Richmond

joined the assembling NATO force in Naples on January 22 and spent a week or so working up before the first of a series of port visits to of port visits, to Barcelona.

Over the following five months there followed a series of exercises, training pro-grammes and visits including Crete, Cadiz, the Canaries, Casablanca,

Spezia and Istanbul -hosted 750 official Prime Minister of M

She detached from to help commemorat of the Battle of Crete

The biggest exerci around 50 other ves carriers and submarin d'Or, and she later w for Peace ships from Bulgaria and the Uk

duty.
Kent will be away f
takes up the duties of
Royal Navy's presence
She will exercise wi
the region, and will
boarding shipping in
United Nations sanct
Her Commanding
Clink, said: "Sailing f
deployment is the cul

deployment is the cul of trials, testing and very proud to be taki contribute to internat ty and to act as a force HMS Lancaster h stint in the sweltering from Portsmouth at the

She has becom ports throughout visits included Dubai, Abu Dhab Wudam, Muscat a

She returned to Po July, accompanied by a Lancaster bomber honour (see page 2).

Preceding her into of days was HMS W completed her stint Force Atlantic (SNFL

She joined the N January and spent the HMS Lancaster





Zealand and the Australian Minister for Vete Souda Bay, Crete, in May to mark 60th anniv

g Fourth reaches out

during which the ship guests, including the lew Zealand and the

SNFM in May in order e the 60th anniversary hosting more than 120

se saw Richmond join sels, including aircraft es, for Exercise Trident orked with Partnership n Georgia, Romania, raine off the Georgian

frigate returned to inning of August, she 0,000 miles and the worked their way otatoes, thousands of of bread, 55,000 tea of milk.

Kent has just left her irst taste of front-line

or seven months as she the Armilla Patrol, the in the Gulf. th Gulf navies while in also be watching and the Gulf to enforce

ions against Iraq.
g Officer, Cdr John
or our first operational
mination of 18 months vork-up, and we are all ng Kent to the Gulf to

onal peace and stabili-e for good." as just completed her ag Gulf, having sailed he end of January.

e a familiar sight in the Middle East – Bahrain, Kuwait, i, Doha, Al Jubail, nd Sharjah.

rtsmouth at the end of the distinctive shape of which flew past in her

Portsmouth by a couple estminster, which had on the Standing Naval

ATO group early in ne early weeks of her

on duty in the Gulf.

deployment on the far side of the Atlantic, starting in Puerto Rico and working her way round the Caribbean - helping to counter drugs smugglers - and southern United States, including port visits to Curacao, Willemstad, Port Canaveral and Mayport.

The SNFL focus then shifted to the east as the force headed for Lisbon and Exercise Swordfish before a visit to Devonport.

Working their way gradually north-wards, the NATO ships called in at Aarhus and Wilhelmshaven before reaching the cooler waters of Stavangar in Norway in preparation for Exercise Marvika.

The German port of Kiel was next on the agenda saw the force prepared for Exercise Co-operative Partner.

Co-operative rariner.

One of the final visits was to Klaipeda in Lithuania, where the ship undertook the usual wide range of activities to fly the flag for NATO - SNFL is NATO's oldest permanent international naval squadron.

A group of 40 boys and girls aged between seven and 16 from local orphanages spent two hours touring the ship, and OM Butterworth, CPO Allan, LREG Boddy And LOM Payne added to the party atmosphere by painting faces by painting faces.

by painting faces.

A chance to sit in the captain's chair, and a close look at the ship's guns, proved popular, as did a tea of burgers, chips, ice-cream and drinks. The children left with small gifts from

when the ten-strong force, drawn from the UK, Canada, Germany, the Netherlands, Portugal, Norway and the United States, opened ships to visitors, more than 10,000 Lithuanians followed the example of their president and went on board to see what

NATO was all about.

The frigate called in at Gdynia in Poland and Den Helder in the Netherlands on her

HMS Iron Duke started the year far from the UK – January saw her in Recife in Brazil on Atlantic Patrol Task (South) duties, then she crossed to Africa for spells at Dakar in Senegal, Freetown in Sierra Leone and a four-day visit to Ghana.

She returned to the UK in February, and four-time Hull the collection of the state of the second of

after visiting Hull she sailed for Scotland and is currently in refit in Rosyth.

It was a relatively quiet start to the year for HMS Grafton, with just a visit to Ipswich in February punctuating her time in Portsmouth until the spring, when she joined

Exercise Chameleon and took up the duties of Fleet Ready Escort.

June saw her call in at Gibraltar and Lisbon as she worked up for Exercise Tapon. Oporto was her final visit before

she reverted to Fleet Ready Escort ship.

It was a similar pattern for HMS
Marlborough, with a trip to
Middlesbrough and Merlin helicopter trials in February before trials in Portsmouth.



 Members of the Stokers Mess of HMS Marlborough in Times Square on their first run ashore in New York. Marlborough was in the Big Apple for

A busy year for the Sixth

THE SHIPS of the Sixth Frigate Squadron, based in Devonport, have been just as busy as their Portsmouth counterparts.

The last 12 months have seen units of the Sixth as

The last 12 months have seen units of the Sixth as far afield as Cape Town in South Africa (HMS Argyll) to Tromso in Norway (HMS Somerset), and from the Bahamas (HMS Norfolk) to the Pitcairn Islands in the Pacific Ocean (HMS Sutherland).

Other far-flung destinations included Odessa in the Black Sea (HMS Montrose) and various Gulf ports (HM ships Monmouth and Northumberland on Armilla patrols), making a significant contribution to British defence diplomacy initiatives.

Northumberland is a month into her Armilla

Northumberland is a month into her Armilla deployment, and has already exercised with the Japanese Navy, and spent a day towing a target for the RAF, giving the ship a chance to hone her anti-aircraft skills

Deployments included NATO's Standing Naval Force Mediterranean (SNFM), Atlantic Patrol Ship (South) and Naval Task Group 2000.

HMS Argyll spent several months off Sierra Leone, and played a crucial role in the release of British military hostages.

More recently, there has been considerable activi-

More recently, there has been considerable activity in maritime exercises, including Exercise Tridente (HMS Somerset), Spontex (HMS Argyll), the submarine rescue Exercise Sedgemoor (HMS Monmouth), and Joint Maritime Courses off the Scottish coast.

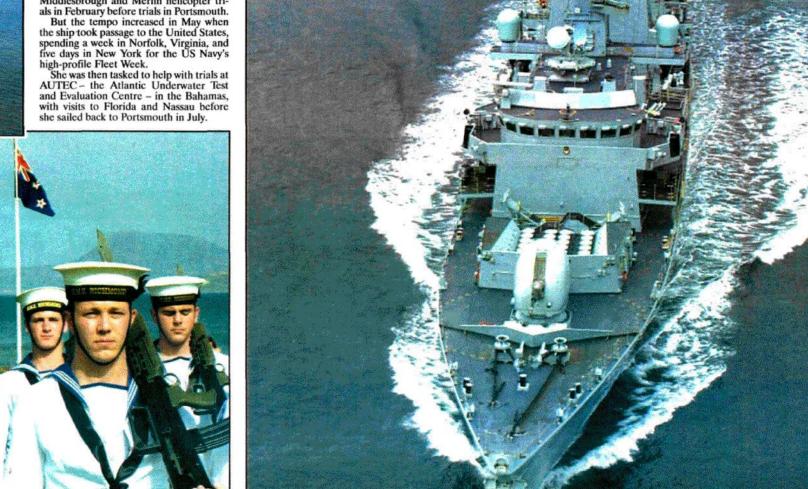
There has also been full participation in the support programme to career search triging for fully.

port programme to career sea training for future Commanding Officers and specialist navigators.

Additional duties included acting as guard ship for the Dunkirk Little Ships, and the hosting of two separate memorial occasions in Greece and Crete.

HMS Monmouth on duty during submarine rescue operations on Exercise Sedgemoor.

Picture: LA(PHOT) Stevenson.



ike of Kent, the President of Greece, the Prime Minister of New ran Affairs at a ceremony in the British military war cemetery at versary of the Battle of Crete.

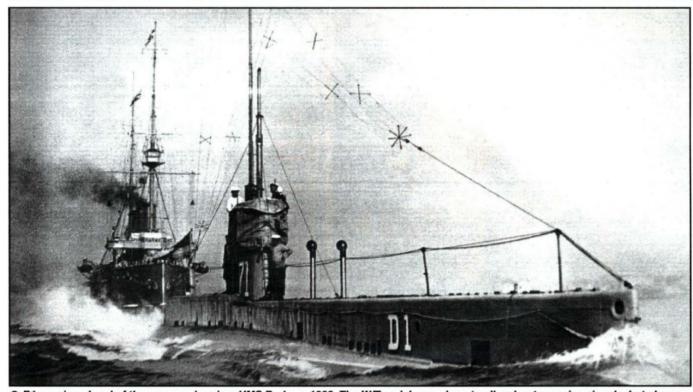
Picture: LW(PHOT) Penny Taylor. Picture: LW(PHOT) Penny Taylor.

www.navvnews.co.uk 28 NAVY NEWS, SEPTEMBER 2001



<u>At Your Leisure</u>

WAR WE WON - CLIMAX OF A CENTURY OF SUBMARINES



 D1 running ahead of the armoured cruiser HMS Drake, c 1908. The W/T aerials are slung to allow her to receive signals, but she cannot transmit. - From The Royal Navy Submarine Service - A Centennial History

OW charged with conserving the history of the Submarine Service as Director of its museum at Gosport, just a few years ago Cdr Jeff Tall was helpmake it, as to Commanding Officer of one of the Polaris boats that car-

ried the UK's nuclear deter-

His career, together with those of five of his contemporaries who all had command of RN nuclear submarines, forms the framework of a remarkable study of the Cold War by Jim Ring, We Come Unseen (John Murray, £20).

These people, the author observes, were the lifeblood of the

Royal Navy at its height. It may not have been a shooting war, thank God, but it was a war, none the less - "and we won it," says former Flag Officer Submarines Vice Admiral Sir John Coward.

The submariners themselves are very clear about what they did. Toby Elliott, who like Tall com-manded both nuclear attack and Polaris boats, best summarises their feelings: "The submarine flotilla fought the longest battle of

the whole bloody lot. Every patrol we did was a contribution to that end, and whatever type of hull it was, we achieved an awful lot for our country and for world peace.

It was primarily an anti-subma-rine operation in which submarines, for the first time, played the lead role. The essential feature was the ability to contact and tail the opposition without their being

aware of your presence.

Martin Macpherson was off North Cape in HMS Onslaught – a diesel boat, this, in which all sub-marine COs began before moving on to nuclear command – when the SOSUS (Sound Serveillance System) chain of underwater detectors picked up a contact in his area.

He at once gave the order for silent running, the set of procedures that minimises the amount of sound that the submarine makes to reduce the risk of counter-detection, before setting off on a bearing

towards the contact.

Sure enough, in due course
Onslaught's sonar operator picked up signs of a Soviet submarine. Gradually the two vessels converged and Macpherson was able to pick up her acoustic signature and so identify her as a Yankeeclass ballistic missile boat.

For the young CO it was a first: "In a sense, it was easy – I knew he was coming down and I knew where to look. But it was the first time I really got an idea of what Cold War submarining was all

"You spend all that time being trained for the job, and all that time talking about these encounters in the bar. But the first time it happens is an exciting - in some respects a frightening - experience. You worry about the men in your own boat and about the others."

<u>Cold War</u> <u>leaders</u> <u>came</u> unseen

business. Not only are you carrying the weight of your own ship, but

also the guy you're prosecuting."
This would have been an even more exciting story if it had carried the testimony of "the other guy". The Kursk tragedy showed how far distant such a prospect remains a decade after the end of the Cold War. One day, maybe. Meanwhile Anthony Preston, in

association with the Submarine Museum, has produced The Royal Navy Submarine Service - A Centennial History (Conway £19.99) – a day-by-day account of the RN's submarines from the keel-laying of Holland I in February 1901 right up to that of HMS Astute in February this year.

Important technical developments and specification tables, analysis of single submarines or a whole class of craft, notable actions, important individuals and more unusual events are examined together with portaits of all 14 submariners who have won the Victoria Cross.

Also worth a look is A Century of Submarines by Peter Lawrence (Tempus £10.99) distinguished by a set of particularly rare and intimate pictures of submarine

 Below: Cdr Jeff Tall at the periscope of his first nuclear command, HMS Churchill.



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'Tug-of-war' that

THE INNOVATION which paved the way for the development of the large, fast warships and merchant ships of the 20th century was the screw propeller.

This method of harnessing the power of steam engines, as well as later forms of engine power, remains the principal one in use across the world.

Its origins were very modest. In 1836 a farmer called

Francis Pettit Smith used a screw propeller derived from a model boat to power a steam launch from the Thames Estuary to Folkestone. With financial backers and engineering partners he founded the Screw

Propeller Company.

Their ship, the Archimedes, demonstrated the system in 1843, but it was Isambard Brunel who designed the first iron-hulled steamship deliberately fitted with

a screw propeller, the Great Britain.

The Admiralty still wasn't convinced - until in 1845 a 'tug-of-war' was arranged between HMS Rattler, fitted with a screw, and a conventional paddle steamer of similar size and engine capacity, HMS Alecto. Rattler

Further modifications were needed before steamships could effectively supplant sailing ships, but it is estimated that from 1850 to 1870 the proportion rose from roughly 15 per cent to about 50 per cent and by 1880 British ships accounted for over half the world's steamer tonnage.

The story is told by Philip de Souza in Seafaring and Civilization (Profile Books, £12).

At Your Leisure



Sad end for a splendid admiral

THE SPLENDIDLY-named Sir Cloudesley Shovell is remembered today, if at all, for a navigational mistake which wrecked his ship and three others off the Isles of Scilly in 1707 - an incident which inspired the prize offered for finding an exact means of establishing longitude.

In fact he was a remarkable sailor of humble origins from Norfolk whose distinguished career spanned the reigns of Charles II, James II, William III and Queen Anne - and at the time he lost his life in the tragic accident described above, he was almost as famous as would be that other Norfolk admiral, Horatio Nelson, a century later.

Shovell went to sea between the ages of nine and 12 shortly after the Restoration of Charles II. It wasn't long before he made an early impression by swimming between ships under enemy fire with his admiral's despatches in his

He was to become a national hero in 1676 with his audacious burning of several ships in the harbour at Tripoli, right under the walls of the Dey's castle. Surviving calls for his court mar-

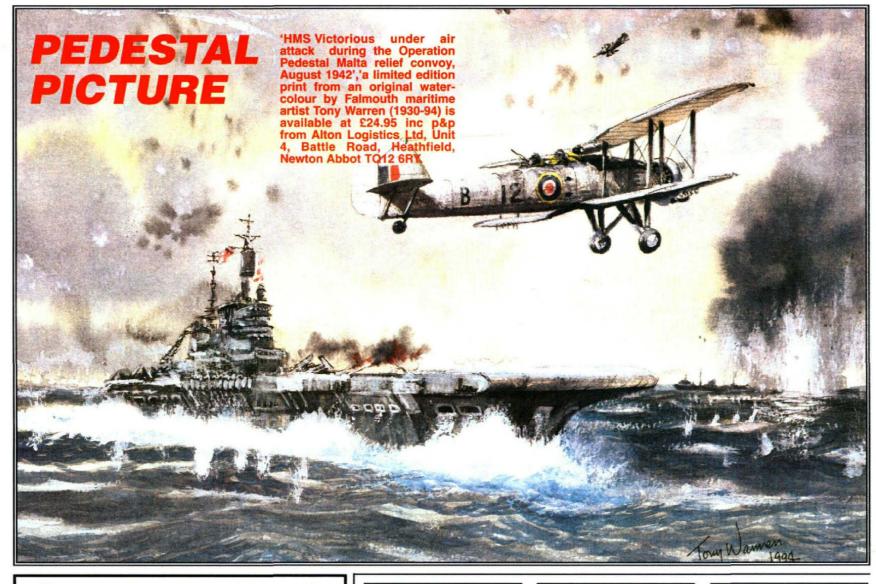
tial and execution after being forced to salute the King of Spain's standard in the Mediterranean, Shovell played a significant role in the Glorious Revolution of 1688 and was knighted the following year for his gallant service at Bantry Bay.

Soon afterwards he was to mortally offend his former sovereign James II by shooting up his foot-guards in the royal presence in

Dublin Bay.

He also fell foul of Samuel Pepys - partly because Pepys did not consider him a gentleman and also because he refused to perjure himself at the inquiry into the fall of Tangier.

His story, Sir Cloudesley Shovell – Stuart Admiral, is told by Simon Harris and published by Spellmount at £25.



Sounds familiar?

MRS ORANGELEAF is a ship who is very proud of her job with the Royal Fleet Auxiliary, and she and her crew spend their time helping out ships from the Royal Navy whenever they can. but sometimes Mrs Orangeleaf comes across wicked pirates, intent on ill deeds

This is the background scenario to a new children's book written by Pierre Cornlouer, who is serving in the RFA as a Leading Steward. The idea for The Adventures of Mrs Orangeleaf and Friends came to him when he was serving in the Fleet Support Tanker RFA Orangeleaf in the Arabian

sounding names – Cousin Fort George, Grandma Olna, Benjamin Illustrious and so on. It has now been published by Pentland Books at £7.99.

The story was written for his four-year-old daughter Cassandra and features a host of characters with familiar-

ScreenScene

by Bob Baker

Shipwreck movies: a cyclical phenomenon?

ARD the one about the stoker, the RAF pilot, the millionaire and the nun, all alone on a raft in the middle of the Pacific?

No, it's not a smutty joke. It's actually the plot of a ovie – Sea Wife, made back in 1957. Based on a novel by J. M. Scott, it was set in the aftermath of the fall of Singapore, with all the characters carefully selected by the author for their capacity to get on each other's

Cast adrift: slow death in the company of people you can't stand. It's a dramatic situation, but from the cinematic point of view, one with such limitations that only a handful of film makers have ventured to exploit it - for a complete movie, that is, rather than for just a single episode in a longer story. In 1944, however, two

In Hollywood, *Lifeboat* was made by Alfred Hitchcock, who doubtless relished the challenge of maintaining visual interest when all the participants are crammed into a confined space. The tensions on this occasion had nothing to do with nuns and million-aires, but arose out of the survivors' suspicion that the mystery man in the lifeboat might be from the Nazi sub which sank them.

The film was shot in the controlled conditions of the studio tank at 20th Century Fox. In Britain, mean-while, Western Approaches was being filmed on the high seas. And as if that didn't present difficulties enough, the producers decided to shoot it in colour an almost kamikaze gesture, considering the enormous size of Technicolor cameras in those days, and the amount of light that was needed to secure an acceptable image.

The drifting seamen in Western Approaches are all shipmates, and discord-free. The excitement of the plot arose from their realisation that the U-boat which sank their ship is still shadowing them, evidently hop-ing to pick off their rescuers.

If that sounds a grim little anecdote, it was nothing compared to the grimness of the one which formed the basis of Seven Waves Away, also known as Abandon Ship released, oddly enough, in the same month as Sea Wife: movies about shipwrecks do seem to be a cyclical phenomenon.

This was based on an actual incident which took place in the 1930s. A cruise liner sank; dozens of survivors clustering on or clinging to a single lifeboat.

captain, reckoning that the supplies couldn't possibly meet the situation, forced a number of the older and more seriously injured passengers at gunpoint to swim off into the night, to their inevitable death. Thirty minutes later, against all the odds, the lifeboat was spotted by a rescue vehicle: the captain's ruthless culling had been unnecessary, after all Predictably, this depressing if intriguing picture did not attract much of an audience.

But what about Sea Wife, and the very mixed company aboard her raft? Well, a shark ate the stoker, the millionaire grumbled about everything and the nun and the flyer fell in love - though this being 1957 and a U-certificate movie, very little was allowed to come

☐ Most of these films have been available on video.

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Royal Naval Association

Town honours men of the old Rotherham

THE BOROUGH of Rotherham is to bestow its highest honour on the association for veterans who manned the destroyer that was funded and adopted by the town in World War II.

Members of the HMS Rotherham Association will receive the Freedom of the Borough at a ceremony on September 2.

HMS Rotherham was sponsored by the town during Warship Week

Showing Tons of goodwill in new link-up

THE Suffolk village of Somerleyton has become affilated to the Ton Class Association, made up of former officers and men of the many Coniston-class vessels which once formed the backbone of the Navy's mine countermeasures

HMS Somerleyton was built at Lowestoft and launched in 1955 by Lady Bridget Somerleyton. The ship was transferred to Australia in 1962, serving for a further 14 years as HMAS Hawk.

The affiliation ceremony in the village hall was presided over by the president of the Ton Class Association, Sir John Cox. A greeting was read from the ship's former Australian crews, and an account given of her operations during the Indonesian Confrontation in the 1960s.

At a parade the salute was taken by Lord Somerleyton (Lady Bridget's son) and Sir John Cox.

Another Suffolk affiliation with the Ton Class Association is due to take place on September 16 at Bildeston, near Ipswich. For details contact www.tca2000.co.uk

in 1942, and the link was maintained throughout the war.

Sold to India as the Rajput in 1949, she continued serving that country's navy until finally retired in the mid-1970s.

Links between the Rotherham Association and the town have strengthened over the past 20 years through the association's annual reunion being held there.

In consideration of the age of the members - all of whom are over 70 - there will be no formal parade, the proceedings beginning instead with a church service at which the Guard of Honour will be provided by the local Sea Cadets.

Association members will travel to church courtesy of First Bus, in a bus named after the ship's wartime Commanding Officer, Capt (later Vice Admiral) H. W. Biggs.

After the service the party will travel to Rotherham Town Hall for the presentation ceremony in the Council Chamber.

The Freedom scroll and casket will be kept at Rotherham Town Hall with copies at Rotherham Parish Church and Elton Hotel, where the reunions are held.



Falklands tribute

CAPT John Knowles, HMS Ardent's Operations Officer when she was sunk by Argentinian aircraft in Falklands Sound, stands in quiet reflection before Service and ex-Service representatives lay wreaths at Market Drayton war memorial.

Capt Knowles, now Commandant of the nearby Defence Helicopter School at RAF Shawbury, joined the veterans of all three Services, and family members, for the commemoration.

A major commemorative service is planned in the town next year to mark the 20th anniversary of the Falklands War. For details contact Dave Lewis on 01630 658153.

Plymouth

Hereford

tombola prizes.

The branch was presented with the Mary Hannon Trophy for the greatest increase in membership in

No 4 Area. It was received by branch secretary Shipmate Arthur

Gutteridge who was also presented

with the national award for recruit-

ing at the annual conference (Navy News, August). Shipmate Charles

Thompson presented the Area tro-phy named after his late sister.

Branch funds received a boost through a fete held jointly by the

RNA and RNLI in the grounds of

Fawley Court (by permission of Mrs A. Clay). Local companies and individual donated raffle and

Gloucester window attacked by vandals

VANDALS have caused up to £1,000 worth of damage to a window in Gloucester Cathedral dedicated to the memory of the 722 officers and men who died when the cruiser was sunk off Crete in 1941.

Stones thrown by the vandals made 12 holes in the window installed in the Cathedral in 1982, the damage being caused less than a week before Gloucester veterans and members of Gloucester branch of the RNA held a special service there to mark the sinking of the ship.

Shipmate Kevin Stevens, president of the HMS Gloucester association – The Fighting G Club – and one of only a small group of remaining survivors, said: "The window was dedicated to all the men who did not come back and gallantly gave their lives so others could have freedom."

He said the window was being

Around the Branches

Northallerton

The 60th anniversary of the loss of HMS Hood was a memorable day for the pupils of Applegarth Primary School, Northallerton. At morning assembly they were joined by members of the branch and 16 former pupils for an act of remembrance. Led by the Rev John Parker, the

ervice was held in memory of the 1,419 men lost when the battle-cruiser was sunk by the Bismarck. Many of the ship's company had corresponded with ex-pupils of the school.

The children, who had learned the Naval Hymn for the occasion, also recited 'Hood's Prayer' which, they were told, some of the men in the ship had kept under their hats for good luck. For the veterans it was a

poignant moment to see the school's collection of Hood memorabilia, photographs of her sailors and letters from them. The event was arranged by Shipmates Walter Brown and Ted Lewis, respectively branch president and chairman.

Caerphilly

A surplus in funds announced by the treasurer, Shipmate Keith Williams, enabled donations totalling £400 - £100 each - to be made to Pembroke House, St Dunstan's, and Barry and Rhondda



 RNA Shipmate Ronnie Fearn is the newly created Lord Fearn of Southport. Shipmate Fearn, who until his retirement as MP for Southport at the last General Election, was a Royal Navy National Serviceman in 1949-51, serving in HMS Illustrious.

Sea Cadet units. The cadets regularly support the branch Remembrance Day parades.

Shipmate Ted Whealing, branch president, and his wife Gloria, were guests of honour at the branch's 40th annual dinner dance attended by 117 shipmates and friends

York

Members had a day out at Chatham Navy Days, the coach trip being organised by Shipmate Ruth Lawson of the Association of Wrens. Visits were made to ships and local clubs, including those of the United Services, Army & Navy

and Civil Service.

Members had a happy encounter with their old friends, the stokers of Sevenoaks Mess, on board HMS Kent, and as a memento presented a book of Naval verse signed by the branch secretary, Shipmate Mick Farrington, and the author, Shipmate Bernard (Bootie) Hallas.

Littlehampton

A gala dinner followed the next day by a church service and parade was how the branch marked its

S5th anniversary.
Formed in 1946 as a branch of the Royal Naval Old Comrades Association, it became part of the RNA when the Association's Royal Charter was granted. Charter was granted.
The event brought back many

memories for founder member Shipmate Bob Laker, guest of hon-

Also present were the chairman of No 3 Area, Shipmate Fred Flood, and National Standard Bearer Shipmate Tony Avery, who led the parade of standards after the church service.

A reception was attended by National Council member Shipmate Rita Locke and the Chairman of Arun District Council, Cllr Rosemary Cooper. The secretary, Shipmate Sylvia

Cousins, was presented with a life membership certificate, and a col-lection raised over £60 for Pembroke House Amenities Fund. A Royal Marines band concert had raised over £5,000 for Naval chari-

No 3 Area

For achieving a membership increase of 22 per cent - beating the Isle of Wight by one per cent -Portsea branch is the winner of the Area's Basil Brenton Shield.

Named after the Area's late chaplain, the trophy was donated in 1998 by his widow. It was presented to Portsea by National Council member Shipmate Rota Lock.

Facilities provided by HMS Nelson resulted in a very successful Area standard bearers competi-tion, won by Shipmate Simon Sillence (Liss & District). His deputy, Shipmate Ken McDonald (Aldershot), was runner-up.

The open competition was won by Shipmate Ron Smith (Reigate) and the novice event by Ken McDonald with Keith Merrett (Worthing) runner-up.

Nelson will also be the venue for the National Standard Bearers competition which will be hosted next year by No 3 Area.



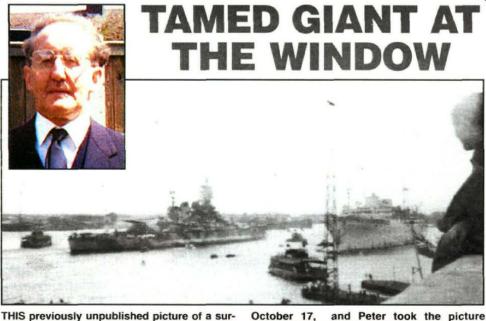
MYSTERY picture in our July edition was the seabed opera-tions vessel HMS Challenger, operated by the Royal Navy in

Winner of out £50 prize for the correct answer was John Makinson of Morecambe.

This month's picture, of a warship in heavy weather which is conveniently obscuring her pennant number, was der of old. Which one? The cor-

der of old. Which one? The correct answer wins another £50.
Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.
Closing date for entries is October 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.
The winner will be announced in our November edition. The competition is not open to Navy News employees or their families.

	MYSTERY F	PICTURE 79
Name		
Address		



rendered Vittorio Veneto-class battleship at Port Said in 1943 was turned up by Beccles branch member Shipmate Peter Hutton, following our items about HMS Derby's part in the surrender of the Italian Fleet at Alexandria (Navy News November, January and May).

In 1943 Peter (inset) was one of the sa manning the harbour defence ASDIC station on the breakwater. The battleship arrived on through the window of his ASDIC station.

He was friendly with a group of soldiers at Port Said and recently made contact with two of them - Ron Brealey and Frank Richardson but would like to trace the others.

Peter, whose daughter-in-law Katharine is

an RN lieutenant on the training staff of HMS Excellent, lives at 18 St Annes Close, Beccles (tel 01502 714504).

www.navynews.co.uk

Royal Naval Association



Don's Glasgow chronicle fills a gap in the records

Branch profile

Herts

A CHANCE encounter at Ware railway station of four Naval Reservists led to the commissioning some months later -November 8, 1938 -

of Herts branch.
It was the first branch of what was then the Royal Naval Old Comrades Association to be formed in the county of Hertfordshire, and commissioned with 17

The figure rose to over 100 during the war, 75 of whom served with the Armed Forces, six being killed in action and three becoming prisoners of war.

Wartime letters were read out at branch meetings to keep those on the home front in touch. One such letter typically complains about the difficulty in get-ting a pint of beer in Gibraltar, and its cost - two shillings and sixpence (a very pricey ale for the time!)

time!). How the value of money has changed can be judged by the seemingly small sum of £56 raised by the branch to help dependants of those lost in HM submarine Thetis when she sank in Liverpool Bay in June 1939.

As the average weekly wage was then about £2, the raising of that £56 was no mean feat.

In the post-war years to the present, Herts members have gone on to raise huge sums for Naval, local and national charities, including Hertford & Ware Sea Cadets and the local hospital, providing it with six ortho-paedic beds.

Branch meetings are at 2000 on the first Wednes-day of the month at TA HQ, St Andrew's Street, Hert-

SERVED in 14 ships - the most beautiful was Glasgow. So says Rear Admiral Guy Liardet in his foreword to a remarkably detailed story of HMS Glasgow from 1937 to 1958.

Author Don Oliver, a member of Ipswich branch, has produced meticulously researched history of the much-loved Southamptonclass cruiser In Peace and War.

As a National Service Royal Marines gunner he was himself a member of the ship's company for her last commission in the mid-

In the mid-Nineties he decided to write an autobiography for the benefit of his children, but when it came to his Service life his

thoughts turned to the ship in which he had served.

He said: "As I continued to research the subject my interest continued to grow, and having realised that no one had written a book on the subject. I decided to book on the subject, I decided to write one myself, dedicated to all those who served on board, to record for posterity the exploits of this beautiful ship, both in peace and war, from the time her keel was laid until she finally went to the breaker's yard."

The project became a three-year labour of love, and is as much a story of the people who served in the vessel as a history of the ship herself. Every attempt has been made to produce a complete and accurate account which includes first-hand recollections and 150 illustrations.

Don Oliver takes the reader through the ship's brief service before war broke out, and follows her glamorous role in 1939 as escort to RMS Empress of Australia for the US-Canadian tour by the King and Queen in the last months of peace.

From then he charts the ship's distinguished battle record from her first action, against attacking enemy aircraft, on October 9, 1939 ("for the Royal Navy there was no Phoney War"), to her highly suc-cessful role off the Normandy beaches in 1944.

Always in the thick of it, the Glasgow was, however, hailed as a lucky ship, surviving life-threatening damage by bombs, torpedoes and shells

In 1940 she took on U-boats, and rescued King Haakon of Norway from the path of the advancing Wehrmacht. The next

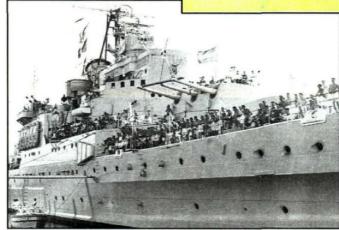
RIGHT: A memento of a 1939 Royal visit - it would be a long

time before another such.

BELOW: September 1953 -Glasgow's ship's company watch the Mediterranean Fleet Regatta in Navarin Bay.

BELOW RIGHT: At war -Glasgow is hit on her port hangar while supporting the assault on Cherbourg in June





year she was involved in the victory of Taranto, but her luck almost ran out that December when she was severely damaged by two torpedoes dropped by Italian aircraft as she lay at anchor in Suda Bay,

fter a spell in the Indian Ocean, the cruiser returned to home waters to prepare for the freezing hell of the Arctic convoys in winter.

It is here that the book's starkest accounts are to be found.

In this passage, John Goodyear

"I was part of the W/T Department where the watch routine was four hours on followed by four hours off, during which you got your head down wherever you could find a spot.

"Every so often between watches we would don oilskins and huddle round the funnel in an attempt to keep warm, but even then our oilskins froze solid.'

In a mess designed for ten, "20

ACH! THERE'S NEVER

men crowded together, each vying for a spot. My first billet was under the mess table and the second was on the table under the mess shelf. where on occasions when rough weather was encountered, the milk, utensils, etc. fell on me.

"Later on I was able to get a proper billet, but this was next to the ship's side where when the ship rolled I was bounced against the steel plates."

The battle with the ice was constant - layers of it had to be chipped away from the superstructure to prevent the cruiser becoming topheavy and prone to capsize.

On the upper decks it was so cold that to touch metal with bare hands could result in serious injury. One man who unwisely did that suffered 'burns' which took two weeks to heal.

With the war at an end, the Glasgow's tale returns to less spar-tan missions and the author follows her career as Mountbatten's flagship in the Mediterranean in the

DON'T WORRY, IT WAS

JUST A COMMON



early 1950s and flag-showing, diplomatic deployments as the Cold War took hold.

Across the brow of the ship during that time stepped a succession of the great and the good - kings, queens, and others who have shaped history.

Among them were, of course, the Queen and Duke of Edinburgh, Princess Alice, King Paul of the Hellenes (and Prince, later King, Constantine), King Hussein of Jordan, the Emperor of Ethiopia Haile Selassie, King Idris

of Libya, the Yugoslav dictator Joseph Tito, Field Marshal

Joseph Tito, Field Marshal Montgomery, and Juan and Eva Peron of Argentina. – A. H.

The 337-page paperback In Peace and War is available from Don Oliver at £14.95 plus £2 postage and packing, all proceeds being donated to RN charities and his local children's hospice. Don is at 2 White Hart Cottages, High Street, Wickham Market, Woodbridge, Suffolk, IP13 ORA (e-mail Mariposa @ wickham Mariposa@wickham market, freeserve.co.uk).

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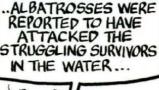


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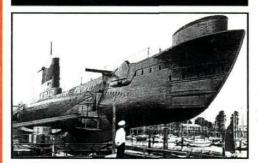






<u>NoticeBoard</u>

NAVY NEWS looks back through its pages to recall some of the September headlines of past decades . . .



• 1981 - HMS Alliance is opened to the public as a preserved submarine at the Royal Navy Submarine Museum at Gosport

40 years ago

THE NAVY's largest carrier, HMS Ark Royal, recommissioned and was to embark 800 Naval Air Squadron equipped with Scimitars, 890 NAS with Sea Vixens, 849 with Gannets and 815 with Wessex helicopters.

30 years ago

SMALL, missile-armed patrol boats, speedy and effective, were becoming the main weapon of smaller powers, warned the Editor of Jane's Fighting Ships, Raymond Blackman. In his foreword to the latest edition he said: "Much the same as the submaring was in the past rec as the submarine was in the past reckoned to be the weapon of the weaker power, so the diminutive missile boats with surface-to-surface systems will give smaller powers an offensive power out of all proportion to their modest size."

20 years ago

WRNS training establishment, Dauntless, held its last passing-out parade before its role was transferred to HMS Raleigh, previously the new entry training establishment solely for

Swop drafts

LWEM(O) Teagle, HMS Chatham, BFPO 253 (Gyro/GWS60 section), will swop/loan draft for three months only (Sept 24 to Dec. 21) for any Devonport or Portsmouth shore draft, or any ship not deploying.

LCH Burns, HMS Drake (01752 555747), drafted HMS St Albans (Portsmouth Type 23), Nov. Will swop for any Devonport ship deploying or not deploying or not.

CPO(SEA) Jacks, HMS Excellent ext 7062, drafted Faslane FOST MRV (sea draft), March. Will swop for any Portsmouth

STD A. Coulter (L2 First-Aid), HMS Nottingham, BFPO 346 (deploying). Will swop for carrier, but any serious offer considered.

Ratings seeking to swop drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service – sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on Form C240 to NDD, Centurion Building.

Appointments

Rear Admiral A. K. Backus to be Flag Officer Surface Flotilla in succession to Rear Admiral I. A. Forbes. Nov. 27.

Commodore J. C. Rapp to be promoted Rear Admiral and to be Flag Officer Sea Training in succession to Rear Admiral A. K. Backus. Nov. 20. Lt Col M. K. Taylor RM to be

CO RMR Bristol. Oct. 12.

Lt Cdr P. J. Douglas to be CO

HMS Tracker. June 23.

Lt Cdr D. P. Reindorp to be CO HMS Northumberland. Oct.

Lt Cdr R. M. Ryan to be CO HMS Cattistock. Dec. 1. Lt Cdr J. B. Woods to be CO

HMS Bangor. July 16. Lt Cdr H. A. H. Merewether, CO HMS Inverness. Dec. 1.

THE FOLLOWING have been selected for promotion to sub lieutenant E, WE/WESM, Senior Upper Yardman, with effect from January next

year.

CPOWEA S. A. Crosland (RN Gibraltar),
CCWEAM. P. Daly (SSA Bristol), CCWEAM. E.
Dooley (St Albans), CPOWEA S. R. Elliott
(FOSF), CCWEA R. P. Evans (Ocean/CFM
Drake), CPOWEA A. J. Gibson (Nelson),
CPOWEA P. G. Harvey (Collingwood),
CPOWEA G. Hopper (Illustrious), CPOWEA J.
D. Leaver (Cumberland), CPOWEA J. Pearce

(Cardiff), CPOWEA R. G. Say (Cardiff), CCWEA C. D. Sharp (Somerset), CPOWEA M. A. Thomas (Dumbarton Castle), CPOWEA K. M. Turnitly (SSAMCTA Portsmouth), CCWEA R. J. Vardy (Monmouth), CCWEA R. A. Lee (CSST Shore Devonport), CPOWEA P. R. Mortimer (Turbulent), CPOWEA R. F. R. Nash (Raleigh), CPOWEA T. P. O'Brien (Collingwood/Trenchant), CPOWEA P. T. Pike (Vigilant Stbd), CPOWEA C. J. Scarlett (Victorious Port), CCWEA T. J. Sheehan (Sceptre), CCWEA D. A. White (Vanguard Port).

Victory. Member of Ganges Association. July 13.

John Darling, Horley. Ex-LWTR, served 1944-47. Ships: Royal Arthur, Golden Hind, Pepys, Terror, Indefatigable. Secretary of HMS Pepys Association and British Pacific and East Indies Fleets reunion committee. Member of RNR Old Hands Association and Richmond Yacht Club. Commodore of Rochester Cruising Club.

Terence Hartley O'Grady, secretary Peel, Isle of Man. Joined RN 1936. Served as electrical specialist in destroyers and was survivor of HMS Edinburgh, sunk on Russian convoy duty. Former chairman Manx Labour Party, president of Isle of Man Trades Council and member Board of Education. Chairman of Joint Ex-Services Association. Aged 81.

Harry Plastow, Harlow. Ex-RM. Member of Hoddesdon Normandy Veterans. July 14.

Ernest King Whitworth, founder member and chairman Fleetwood. Chairman Fleetwood. Chairman Fleetwood Coastal Organisation and member of RN Patrol Service Association. July 22, aged 76.

Ronald Wells BEM, life member and former chairman and secretary Basingstoke. Life vice president No 6 Area. Served in 42.

Pete (Robby) Roberston, Weymouth. -CAF, served 1947-72. Ships: Perseus, entaur (892 NAS), Hermes (892), Bulwark

Barry Marsh, associate member and club tertainment manager Portsmouth. Aug. 6,

Joseph Luke, Portsmouth. Veteran of WW2 Atlantic and Pacific campaigns. July 26, aged 86.

transformation

Cumberland's

whirlwind

MAJOR upgrades more normally under-

taken during a refit are being carried out

in Devonport Naval Base, swathed in plastic sheeting and riddled with wire, pipes and ducting.

"What is interesting about this docking period is the sheer amount of capability we are having inserted in what is more traditionally a time for long-term mainte-nance and rectification of defects," said Cumberland's

The Type 22 frigate is only the second ship to be given the MOD 1 4.5in gun. The angular appearance of the turret quickly led to it being

nicknamed Kryten, from the android character

in the BBC science-fiction comedy show Red

Other upgrades include the ship's electronic warfare

system and electronics support measures.

The former winch-room for the Type 2031 sonar sys-

tem is being replaced by a joint operations planning room, in support of which the ship's combat support sys-tem (CSS) is being enhanced – also a first for the Type

"On the main mast, the radar has been removed for work to be carried out, so this work really does stretch right through the ship," said Lt Cdr Coulson.

Cumberland entered the docking period at the beginning of May, and she is expected to be back at sea for tri-als in October. She will shake down before Christmas, then move on to basic operational sea training in the new

A stretch in

dry dock for frigate HMS

Cumberland has involved major work at Devonport including installation of

the new 4.5in gun, making her only the second warship to receive Picture: LA(PHOT) Sean Clee

Weapon Engineer Officer, Lt Cdr Peter Coulson.

HMS Cumberland is in DML's frigate complex

on a frigate during a docking period.

Promotions to Officer

Dereham Town FC first and reserve teams. Player, committee member and groundsman Dereham CC. June 14, aged 77.

Cyril (Ziggy) Kirk former social secretary and PRO Newark. Ex-LRO, served 1951-63. Ships: Ganges, Battleaxe, Highflyer (Trincomalee), St Angelo, Forth, Mercury, Goldcrest, Newfoundland, Redpole, Bulwark, Victory. Member of Ganges Association. July 13.

Ronald Wells BEM, life member and former chairman and secretary Basingstoke. Life vice president No 6 Area. Served in 42 Cdo. Founder member Basingstoke branch of RIMA. July 18, aged 75.

Tom Palmer, Barnes & Mortlake. Served in minesweepers in Med 1940-43. July 25.

Harold Stratton, former vice chairman and committee member Devizes. Ex-PO/MM, served 1941-46. Ships: Attack, Wasp, Beehive, Leonidas, Hornet, AFD 56, MGB 333, 5th & 35th MTB Flotillas, 104th HDML Flotilla. Member of Coastal Forces Veterans Association. July 21, aged 79.

John Keys, Leyland. Ex-Sto, served 1950-83 after membership of Preston Sea Cadet unit. Ships included Ulster, Drake, Contest. MN as engineer officer 1958-63, then mental and physical healthcare nurse. Member of 25th Destroyer Flotilla Association and RN Engine Room Association. April 16, aged 69.

Kenneth James Wardley, Leyland. Served 1939-45 mostly in Flower-class corvettes including HMS Bergamot (Atlantic, Arctic and Gibraltar convoys). Member of 25th Destroyer Flotilla Association and RN Engine Room Association.

(Inst commission as commando carner – 848 NAS), August 2, aged 71. Norman Hadland, Leicester. Ships: Ramillies, Volage, Express. Aged 80. Paddy Robinson, Stourbridge & District. Member of Russian Convoy Club. Fred Field, Stourbridge & District.

Jack Raymen, committee member Mitcham Morden & Wimbledon branch and club. Ex-FAA rigger, Swordfish squadron.

First meeting since day of terror in 1941



TWO former shipmates from HMS Barham meet for the first time since the day 60 years ago that they faced death in the waters of the Mediterranean.

Keith (Wiggy) Bennett (left) and Ted Sibley - both aged 80 - met up in much less exciting surroundings to recount the day in November 1941 that they survived the massive explosion which sent the Barham to the bottom.

Torpedoed by a U-boat, Barham took with her almost 870 of her ship's company of 1,200. Keith and Ted were pals on board and entered the water as the Barham turned turtle and just before she

Both men were deafened by the blast and spent more than two

hours in the water until picked up by an Australian destroyer.

Their reunion, at a pub near Ted's home in Emsworth,
Hampshire, was arranged by Keith's son, David Bennett, who

Deaths

Lt David William Paton. July 25.
PCT Neil A. Ward, HMS York. July 22.
Diver 2 David M. Murray, Fleet Diving
Unit 3. July 24.
Mne Troy Robson, 45 Cdo at Muidrum
village on A92. July 17.
AEM1 Jason Robert Roberts, RNAS
Culdrose. July 25.
AEM1 Adam Robert Reader. RNAS
Culdrose. July 26.

AEM1 Adam Robert Reader. RNAS Culdrose. July 26.

Vice Admiral Sir Allan Trewby KCB, Chief of Fleet support 1971-74 and pioneered gas turbines for warship propulsion. Served 1931-74. Appointments: BRNC Dartmouth (King's Dirk), RNEC Keyham, RNC Greenwich (Newman Memonial Prize), Frobisher, Barham, Nelson, Duke of York (N. Africa landings), Dido (landings in Sicily, Italy and S. France), Cadiz, Albion (Suez), Director of Engineering RNEC (to 1959), Sultan (CO 1963-64), Imperial Defence College 1965, Portland Naval Base Commander 1966-88, Assistant Controller Polaris 1968-71 (responsible for completing Polaris programme). Institute of Marine Engineers Akroyd Stuart Award 1955 for gas turbine work. Fellow of Royal Academy of Engineering and consultant to it 1982-85. Member of Court of Cranfield Institute of Technology 1973-85. July 23, aged 84.
Rear Admiral lan Jaffery (Tim) Lees-Spalding CB, Chief Staff Officer (Technical) to C-in-C Fleet 1971-74. Served 1939-1974. Graduated from RNEC Keyham. Appointments: Sirius (Mediterranean, landings in Sicily and Italy), HM submarines Trespasser, Teredo, Truculent, Andrew, HMS Cleopatra, Duchess, Tiger. Commander (Executive) of RNEC Manadon, Chief of Staff to C-in-C Naval Home Command 1969-71. Administrator of London International Film School 1975-79. In 1981 with fellow yachtsman Cdr Dick Hewitt started yachting handbook Macmillan and Silk Cut Nautical Almanac, retiring as Editor 1992. Awarded King's Commendation for Bravery for rescuing elderly woman from Ditzed house in Plymouth (1941), and awarded Royal Lifesaving Institution Medal for saving man from drowning (1942). July 20, aged 81.
Capt E. T. L. Dunsterville, Signals Officer Lord Louis Mountbatten in HMS Kelly. Other ships included Loch Quoich (CO), Gambia (CO). Member of Loch Class Frigates Association. July 27, aged 88.
Cdr George Robert Marshal (Bobby)

Other ships included Loch Quoich (CO), Gambia (CO). Member of Loch Class Frigates Association. July 27, aged 88.

Cdr George Robert Marshal (Bobby) Going DSO, OBE, veteran of FAA attack on Taranto 1940. Served 1931-46. Appointments: Submarines before joining FAA as air observer 1937. Ships: Glorious, Illustrious (Taranto, Malta – wounded, losing right leg. DSO). Left leg broken in flying accident out of Prestwick. Training vessel Activity, returning to Illustrious as air staff officer (Pacific. OBE 1944). Supervised completion of new RN Air Direction Centre at Keete, Pembs. 1945-46. Founded Sea Cadet units in S. Wales. Former Test Valley district councillor, governor of a comprehensive and special school, worked to develop sport for disabled in Andover. Member of Association of RN Officers. July 19, aged 87.

Cdr Anthony Langridge DSC, WW2 submarine CO, served 1933-58. Appointments: Frobisher, HM submarines Narwhal (North Sea), H34, P31, H44 (CO 1942), Utmost (CO), Fist (CO), Spirit (CO) – Far East. DSC). Post-war: Mauritius, Royalist, Vernon, Ulster (CO), Wilton (CO), Belfast (Korea), Intelligence and Admin officer on staff Commander Allied Naval Forces

N. Europe and British Naval Attache Oslo, HMS Sanderling (Exec. Officer 1956-57). In 1960s trained crews of British-built launches in kingdom of Libya, ran Ethiopian Imperial Naval Training College 1967-70, then Eastern Area Appeals Secretary for Cancer Research Campaign. Member of Association of RN Officers. Aged 85.

Lt Cdr Ronald (Pluto) Westlake DSC, RNYR. WW2 Atlantic destroyer officer and submarine CO. Served 1938-47. Appointments: Rodney, Walker (1941 action in which U-boats commanded by aces Prien, Schepke and Kretschmer sunk). HM submarines Sibyl, Safari (Med.), H50 (CO), Upstart (CO), Voracious (CO). Supervised transfer of Upstart to Greek Navy 1947. Later Divisional Superintendent Singapore Police, Oistrict Officer Ugandan Police. OIC Marine Police N. Borneo, OIC Tawau Police District (Indonesian Confrontation). Colonial Police Medal Aged 81.

Rt Rev John Hughes CBE, Bishop to

Divisional Superintendent Singápore Police, District Officer Ugandan Police, OlC Marine Police N. Borneo, OlC Tawau Police District (Indonesian Confrontation), Colonial Police Medal and Malaysian Commemorative Medal. Aged 81.

Rt Rev John Hughes CBE, Bishop to Armed Forces 1966-75, suffragan Bishop of Croydon 1956-77, honorary Assistant Bishop in dioceses of Canterbury and Southwark.

S/Lt John Goddard, served 1945-67, last remaining of ten crew members of HM submarine Affray left behind to make room for trainee officers and RM commandos embarked for boat's final departure before being lost with all hands, 1951. Ships (as rating): St George, Anson, Solebay, Loch Ruthven, HM submarines Alcide, Tireless, Affray, Tudor, Tabard, Sanguine, Talent, Token. Commissioned 1960, then Diana, Whirlwind. Latterly worked as technical author for Navy and BAE. Founder and secretary of (TS) Exmouth Old Boys Association, founder member, president and former secretary Southampton branch of Submariners Association. Aged 72.

Canon (Lt Cdr) Keith Hobbs, member of Instructor Branch 1946-56, Archdeacon of Chichester 1981-91. June 18, aged 76.

Peter Riley, ex-LCK, served 1953-65. Ships: Pembroke, Coquette, Ceylon, Collingwood, Victorious. Member of HMS Ceylon Association and Cheltenham branch of RBL. June 12, aged 67.

Richard Bloomfield, ex-PO, served 1935-60. Served many years in HMS Illustrious. June 16.

William Berry, member of HMS Penelope Association (served in ship 1941-42).

Alan Gray Cameron (Butch) Siviter, ex-RB, served 1956-67. Pupil RN Hospital School Holbrook, boy musician RM Band Service 1955, seaman gunner in Ocean, Eagle, Leopard, Dido, Zest. Member Portsmouth Field Gun Crew 1962 and 1965. MN bosun 1968-72. April 23 in Western Australia. Memorial service planned in UK early next year (1932-84. On retirement formed firm of Shrives Associaties. July 14, aged 67.

Stan (Brad) Bradbury, ex-PO, Served 1942-66. Ships: St George, Ramillies, Victory, Duchess, Ecellent, Eagle. July 5, aged 74.

D. Holland, ex-AB, member of HM

aged 74.

D. Holland, ex-AB, member of HMS
Cossack Association (served in ship 194951). June.

51), June.

John Angus, ex-WO COXN submariner.

Boats as COXN: Oracle, Revenge (twice),
Resolution, Repulse. July 6.

William (Bill) Ridgeway, ex-LEM. Ships:
Gabbard, Duchess, Birmingham. July 12,

aged 66.

Lt David Wargent RNVR, served 194046. Ships: Wishart, Somali, Domett, captured German destroyer Z38. July 13, aged 85.

Arthur (Mossy) Groom, ex-RM, member of HMS Belfast Association (served in ship 1945-47 and 1950-53 – Korea). July 15.

Robert Morrison, ex-CPO COXN and PTI, served 1944-69. Ships: Howe, Vengeance, MTBs, Birmingham, Loch Quoich, Defender. Founder and CO Cardenden Sea Cadet unit 1968, life member Loch Class Frigates Association.

Peter Charles Brand, served as RN submarine officer WW2. MID for covert operation 1944. Navigating officer when HMS Venturer sank U-864 1945. Settled in Canada and served in several official positions in amateur motorsport, including vice president of Candadian Auto Sport Car Club. Member of Submarine Officers' Life Members Association, Dolphin and Canada (West) branches of Submariners Association, Naval Officers' Association of British Columbia. June 26 at Kelowna, BC, aged 80.

S. L. (Len) Bell BEM, ex-AB, served

June 26 at Kelowna, BC, aged 80.

S. L. (Len) Bell BEM, ex-AB, served 1935-47. Ships: Exeter (River Plate), Hermione (survivor), Wildfire, minesweepers. Aug. 2, aged 80.

ASSOCIATION OF RN OFFICERS

ASSOCIATION OF RN OFFICERS
Capt H. S. Barber. Served: Courageous,
Hermes, Cumberland, King George V,
Alacrity, Loch Fyne, RNAS Culdrose.
Capt (E) R. A. H. Bartley. Served:
Dorsetshire, Nelson, Anson, Myngs, Condor,
Bellerophon, Excellent, NATO.
Lt Cdr F. G. Carter. Served: Bicester,
Cossack, Pembroke, Delight, Torquay, Blake,
Terror, Aisne, Excellent, Warrior, Rooke.
Lt A. E. Davey. Served: Eagle, Bulwark,
Forth, Adamant, Condor.
Cdr (S) J. W. F. Gwillim. Served:
Revenge, Iron Duke, Medway, Eaglet,
Newfoundland, Drake.
Capt J. L. Haynes RM. Served: Arethusa,
Copra.

Capt J. L. Haynes RM. Served: Arethusa, Copra.
Lt Cdr (E) J. F. Lane. Served: Bellerophon, Boxer, President, Theseus, Sandhurst, Sea Scout, Neptune.
Cdr (I) W. Philp. Served: St Vincent, Frobisher, President, Excellent.
Cdr (E) C. Preston. Served: Howard, Condor, President, Daedalus.
Capt (S) P. Sheehan CBE. Served: Vengeance, Swiftsure, Bramble, Tamar, Terror, Royal Arthur, Victorious, Bullwark, Sultan, Victory, Rooke.

Sultan, Victory, Rooke. Cdr A. H. Young MBE. Served: Terror, Troubridge, President, Wakeful, Theseus, Vernon, Nigeria, Wolverine, Weston, Osprey.

ROYAL NAVAL ASSOCIATION

ROYAL NAVAL ASSOCIATION
S. E. Luker, chairman and founder member Cirencester. Chairman Cirencester branch of RBL. Aged 71.
George E. Shonk, Birchington-on-Sea.
Ex-L/Sig. Aged 81.
Lt Cdr J. Oxlade, Margate. Ex-boy seaman HMS Ajax (River Plate).
Terence Gormley, former committee member Wythenshawe. Ships: Jamaica, Illustrious, Eagle, Troubridge. June, aged 69.
W. D. H. (Andy) Andrew, secretary Harrogate & District. Ex-Sto Mech, served 1946-54. Ships: St George, Imperieuse, Victory, Chameleon, Perseus, Narvik.
Charles Gordon (Charlie) Thompson, for over 30 years chairman Dereham. Served 1941-45. Ships: Ausonia, Ashanti (Arctic convoys, N. Africa landings), Baldur, Cowslip (Atlantic convoys). Member of Russian Convoy Club. Made 539 appearances for

Face to face with Jaws

Cornwall sailors lead expedition to study Great White sharks

A GROUP of Service divers, led by a team from HMS Cornwall, have been taking a very close look at one of the world's most feared predators, the Great White shark.

The encounter was the culmination of a diving expedition to South Africa which included wreck and reef diving in both the Atlantic and Indian Oceans.

The aim was to see the Great White shark in its natural environment, and to learn more about the species and the poachers and fishermen who hunt it for trophies or for their fins

Team leader Lt Cdr Dave Bence said: "The Great White shark has a bad reputation because of its size, powerful features and fear-inducing gaze which conjure up visions of ferocious, mindless killers that hunt and kill man for fun.

"This image is far from the truth. Due to over-hunting, their numbers have dwindled to such an extent that they are now a protected species, and expeditions like this will go some way to redressing the balance by supporting conservation efforts and increasing awareness of the sharks' behaviour."

The diving took place off the Dyer Islands, home to 40,000 Cape Fur seals, the sharks' staple diet

The expedition boats followed the standard practice of anchoring then 'chumming' the water with bait, creating a slick which attracts sharks, which are so sensitive they can detect the equivalent of a drop of blood in an Olympic-sized swimming pool.

Bait and decoys keep the sharks close to

the boats, and a cage may be dropped over the side for a diver to get a very close look.

The six-strong team, completed by S/Lt Mike Abbots, WO Pete Batchelor, Lt Keith Ashby, S/Sgt John Storrie RM and RAF man Flt Lt Ben Barndon, spent four days diving with the sharks, and the first three days proved very productive.

But the final day brought the best results,

But the final day brought the best results, with five sharks – one more than five metres in length – circling the two boats for more than two hours, nosing at the cages and sticking their heads out of the water in attempts to take the bait.

John Storrie had a particularly good view: "It was amazing – the shark went vertical, pushing the front part of its body out of the water, and still its tail was far below the bottom of the cage.

tom of the cage.

"The water was a white, foaming mass as the shark thrashed around to pull the bait from the rope. Fantastic."

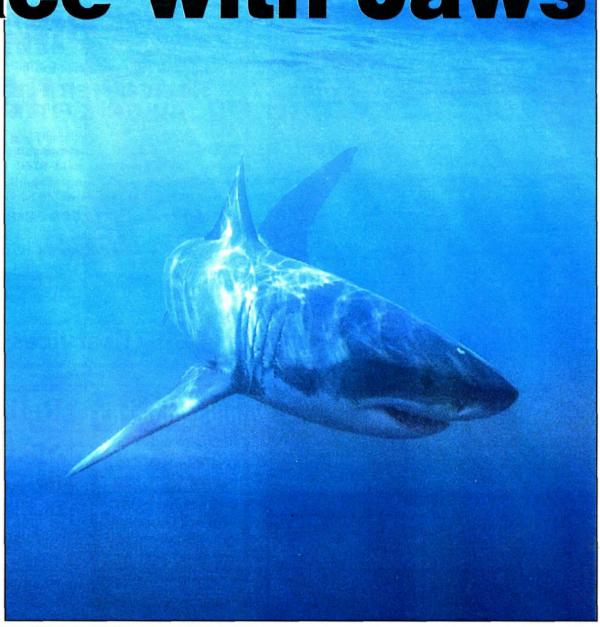
from the rope. Fantastic."

The expedition was supported by the Royal Navy, Crew Clothing and Divex.

Lt Cdr Bence is a member of the UKbased charity the Shark Trust; for more information or to support the cause, contact the trust c/o National Maritime Aquarium, Rope Walk, Coxside, Plymouth PL4 0LF, or see their website at www.sharktrust.org

Lt Cdr Bence was confident that the expedition fulfilled the requirements of such trips, encouraging people to take up, or improve in, a sport or activity which builds confidence and self-esteem, directly helping to improve professional ability.

● A Great White shark nudges close to a cage during the Service diving expedition to South Africa. The picture was taken by team leader Lt Cdr Dave Bence



Triple treat for Richmond teams

ADVENTURERS from HMS Richmond have clocked up three expeditions already this year.

The Type 23 frigate, on NATO duty with the Standing Naval Force Mediterranean, went alongside in Naples in January while the group of warships formed up.

And that gave 11 members of the ship's company a chance to travel to the Matese range in central Italy for a skiing expedition.

for a skiing expedition.

Patient tuition by local instructors soon had the team — including eight beginners — testing themselves on the slopes, and then moving to higher altitudes for better snow and more varied runs.

The frigate's Commanding Officer was delighted when the team returned uninjured and raring to go for a busy deployment.

A second expedition, this time nine-strong, took place while the warship was visiting Cadiz in March.

The destination was the Sierra Nevada, but the new team of beginners had to be patient, as the first day's skiing was cancelled because of 100mph winds at the 3,300m ski fields.

An alternative walk in the adjacent national park, with fresh air, panoramic mountain views and good tracks, made up for the disappointment – and despite ominous signs the next morning, the sailors were ready at the top of the mountain by 0930.

Again, a good standard of instruction and extensive ski area made for good results, despite a cold wind

and near-constant snowfall.

Heat rather than cold was one of the crucial factors in the third trip, which took place while Richmond visited Thessaloniki in Greece.

Litochoro in the Mount Olympus National Park was the destination for a group of 19, who started their trek with a five-hour walk through an impressive gorge in temperatures up to 32C in the shade, gaining 800m in height.

A swim in one of the natural pools set the group up for the climb to 2,100m and a refuge which would be their base for two days. Although small – 20ft by

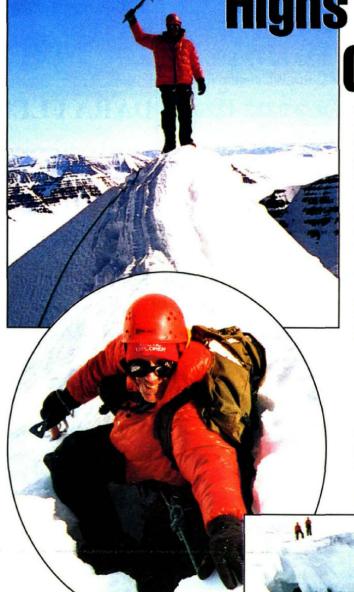
Although small – 20ft by 10ft – the cabin offered spectacular views from a rocky balcony all the way to the Aegean Sea.

Budding mountaineers had the opportunity to see if they liked the sport the following day when the group climbed to the summit, the final hour bringing a combination of scrambling and basic rock climbing.

Then, after admiring the views and reflecting on their achievements, there was a rapid descent to the foot of the mountain and a return to the ship via one of the Aegean beaches.

A group of 15 officers from HMS Collingwood also headed for the hills on Expedition Alpine Experience.

A 15-hour journey by minibus took them to Vercorin in Switzerland, from where they hiked and climbed amongst snow-capped peaks, waterfalls and lakes, staying in cabins and ascending to 3,000m before finishing ten days later in St Luc.



Cdr Brian Pancott stands atop a

Greenland peak (top) - and emerges

unharmed from a hidden crevasse (above). Massive crevasses (right) were usually eas-

Highs and lows of a **Greenland** trek

TWENTY unclimbed mountains, gaping crevasses, blizzards and temperatures plunging to 25 degrees below zero were just some of the challenges overcome by a Navy expedition to Greenland.

The six-strong Arctic Explorer team, led by Cdr Brian Pancott, spent a month in the ice and snow of the Rignys Bjerg mountain range, having selected an area never before explored.

never before explored.

After being dropped off by skiplane, the team set up base camp and spent the next few days climbing the peaks in the immediate area. None of them had been climbed before, as the area was so inaccessible and the environment

Once the peaks were climbed, the team packed their equipment on to sledges and moved on to another area, climbing the peaks, and on again.

By the end of the trip, they were proficient at climbing, sledging and survival in Arctic conditions, and had walked more than 100km in snow shoes.

For one member of the team, NA Craig Dickie – who only joined the Navy last year, and who is only

just starting out as a climber - the expedition, supported by the Sports Lottery and Sailor's Fund, came as a golden opportunity.

opportunity.

He answered an expedition advert asking for younger, inexperienced members of the Navy to apply, and by the time he returned he was confident in the

use of ice axe, crampons, ropes and

He is possibly the only novice mountaineer in the country who can claim that his first 20 winter summits were all previously unclimbed.

Meanwhile, Lt Pete Le Gassick RM took his opportunity with both hands, when he stepped in at short notice to replace a colleague who broke his leg playing rugby.

Pete had trained in 1999 for an RN team heading to Arctic

Pete had trained in 1999 for an RN team heading to Arctic Spitzbergen, but ended up as non-travelling reserve.

But having completed Commando training, the 6ft 4in Royal Marine from 40 Cdo was already super-fit, and became the expedition's big man, leading the team through deep snow and handling the expedition rifle, in case of polar bears.

The team - the other members were PO Steve Bright, CPO Barrie Whitehead and LAEM Tim Brookes - spent 28 nights in ten different campsites on the ice, and all water for cooking, drinking and washing was produced from snow.

At first the outside temperature was around -10C, but with winds chilled by the Greenland ice-cap this often dropped to -30C, with consequent risk of frostbite.

All members of the team were roped at all times, as were the sledges, which meant they could quickly recover from minor crevasse incidents – the worst being when Cdr Brian Pancott and another team member went into a hidden crevasse at the same time.

They scrambled out without injury after falling just a few feet.

The discomfort and danger were more than outweighed by the benefits: "The memory of sitting on top of a classic peak, soaking in the views and solitude, in perfect Arctic weather, will live with everyone for a long time to come," said Cdr Pancott.

www.navynews.co.uk NAVY NEWS, SEPTEMBER 2001



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Completed application form and CV to be returned by 30th September 2001

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<u>Education</u>



James breaks down a language barrier

JAMES HUME (18), vice school captain at St John's College, Southsea, has been able to fund a trip to Kenya to work on a community development project by creating software that enables the user to type in a foreign language.

great start with a great finish



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He said: "I wanted to give people a useful product rather than just ask for donations for the trip, and I developed The Foreign Text Editor software. For example, some students have found it a useful tool to help them write French or German A-level coursework.

The Foreign Text Editor allows the user to type continuously with the correct accents and punctuation in the two languages. James is now working on further language versions.

Every year, students at St John's College, a member of the interna-tional de la Salle network of schools, are given the opportunity to assist on development projects around the world.

The network's charitable arm runs schemes to improve the envi-ronment of children in remote and disadvantaged regions. This year James is one of four students work-

His idea has certainly been a success. Pupils and parents have bought the software individually, and St John's has bought a site licence. And other schools have expressed an interest in buying the rights to use the product.



BALLET has moved into the limelight at St John's College. As part of an extensive extra-curricular programme, dance, drama and now ballet have emerged as popular options for many of the pupils. Headmistress Mrs Bell has encouraged the introduction of this most disciplined yet expressive art form. Mrs Lewis, a new member of the PE department, has continued to develop all aspects of dance. Her initiatives in the House dance competition made it the best ever and created an excellent backdrop to invite Mrs Munday into St John's to start formal teaching of ballet.

Military school that instills confidence

Course for the Service leavers

BLACKBURN College runs a gramme to help members of the Armed Forces and industry to attain BTEC/Edexcel higher educational qualifications – HNC and HND – in engineering disciplines.

The college, based at the East Lancashire Centre of Excellence, also caters for those people who wish to undertake a certificate or diploma in management studies. Since its inception in 1995, the

programme has grown in stature and popularity with students and awarding bodies, and in 1997 the college was recognised by the Tri-Service Resettlement Organisation as a preferred training provider, a privilege still enjoyed under the Career Training Partnership.

Military School is a magnificently resourced boarding school for the 11 to 18-yearold sons and daughters of serving and retired British Armed Forces personnel.

In 150 acres of attractive parkland 2km north of Dover, the school offers accommodation and facilities which are first-class as a result of years of generous funding and careful husbandry.

Education there is about the development of each child. It is about preparing all pupils to take their places in society with the confidence of a high standard of academic achievement behind them, a sense of self-discipline and an ability to work co-operatively.

There are nine single-gender boarding houses in the school, serving the needs of 500 pupils.

Academic work for 11 to 16-year-olds follows the national curriculum, and with more time at its disposal the school is able to offer more than the minimum requirements. Pass rates are much higher than the national average, while the vast majority of sixth-form leavers enter university.

CCF cadets' lake sailing adventure

CADETS from Wellington School Combined Cadet Force – RN and Army sec-tions – experienced an exciting week's sail train-ing this year.

exciting week's sail training this year.

Two 36ft yachts were chartered on Lake Windermere, and the 11 cadets, supervised by five officers, lived on board and ran the vessels.

The excitement of sail-

The excitement of sail-ing big yachts in plenty of wind but on flat water

wind but on flat water enthralled everyone.

The cadets covered most of what they needed to know for the Royal Yachting Association's competent crew qualification, including knot-tying, steering, putting up sails, compass use and rowing.

The last activity was car-

compass use and rowing.
The last activity was carried out on a windless afternoon on the final day and produced a good deal of laughter – and a rowing race. The week ended with both crews going for a meal together at a local restaurant, giving them a chance to swop stories.

Wellington School's

Wellington School's CCF RN section has 50 members who spend every Friday afternoon during summer term sailing from Exmouth. A Canadian canoe camping expedition was held this summer as well as a sailing cruise through Loch Ness and the Caledonian Canal.

Every Child Comes First



- 97% success rate at 'A' Level
- Separate sciences taught · 34 acres of playing fields
- Small teaching groups
- · Taster Days
- · Scholarships available
- Full time & flexible boarding
- Nursery Open 51 weeks per year 8am 6pm

Set your children up for life. Join the increasing number of parent's choosing St John's College.

Tel: 023 9281 5118 Fax: 023 9287 3603

Email: info@stjohnscollege.co.uk Web: www.stjohnscollege.co.uk

St John's College

Grove Road South, Southsea,

Hampshire P05 30W

This independent Catholic day and boarding school with a strong interdenominational and international dimension provides an excellent education for boys and girls aged 2 to 18



THE BIGGEST THEIR LIFE.....

OPEN DAY

Saturday 6 October 10.00 a.m. - 12.00 noon

....YOU'LL EVER MAKE

For further details apply to:

The Registrar, Kelly College, Tavistock, Devon, PL19 0HZ

Tel: 01822 813153; Fax: 01822 612050; Registrar: KirwinC@kellycollege.com http: www.kellycollege.com

Preparation for life



THE DUKE OF YORK'S ROYAL MILITARY SCHOOL, DOVER

"LOOKING FORWARD WITH CONFIDENCE - LOOKING BACK WITH PRIDE" The unique boarding school for children of service perso

- The Duke of York's School has excellent exam results across a broad curriculum, and high expectations in all that it does
- It is a 100% boarding school for 500 pupils providing precisely the caring, secure and stable environment needed for service children.
- With outstanding facilities and a strong reputation in sport, music and drama, pupils are given many opportunities to excel.
- Subsidised fees for sons and daughters of serving and retired

Further enquiries to:

Headmaster The Duke of York's School Dover CT15 5EO

Phone: (01304) 245024 Fax: (01304) 245019 E-mail: duke@easynet.co.uk

A LEADING INDEPENDENT SCHOOL FOR GIRLS (4-18)

- Outstanding academic standards
- Strong personal, social and health education
- Excellent information technology provision
- · Highest levels of achievement in a wide variety of sports
- · Creative arts, music and drama
- · Encouragement of imaginative ideas, exploration and discovery

or further information and a school prospectus, pleas contact the Admissions Secretary: ① 023 9282 6714 ① 023 9281 4814

@ admissions@por.gdst.net

www.gdst.net/portsmouthhigh Financial assistance available in the senior school.



We offer a safe, structured and vibrant

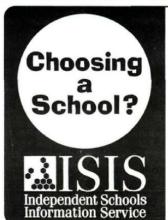
environment in which community can

flourish and develop.

Peg Hulse, Headteacher



<u>Education</u>



The Independent Schools Information Service (ISIS) provides you with up to date information about independent fee paying schools. Phone for a free regional ISIS handbook giving details of schools in the South and West.

Tel: 01736 799250

(quoting ref. (NN0901) or write to: ISIS (South and West),

Trevarrack House, Lelant, St Ives, Cornwall TR26 3HA

compare the results contrast the fees consider



Wellington School



for further details, please contact the Bursar Cdr. R D Coupe OBE RN Wellington School, Wellington, Somerset TA21 8NT

01823 668800

Email: admin@wellington-school.org.uk Reg Charity No 310268 to provide quality education for children

HAPPY AND CHALLENGING KELLY College provides a high-quali-

ty, well-balanced education and enjoys an established reputation for good academic results and its cultural and sporting achievements.

Last year all its sixth form leavers were

able to go on to university or tertiary edu-

Kelly College is an HMC co-educational secondary school of about 370 pupils aged 11-18, but offers all the facilities of a larger school while retaining the advantages in individual care and class size of a smaller

establishment.
Its Junior School of 140 pupils aged two-and-a-half to 11 is close to the site.

Kelly College's aim is to provide a happy balanced and challenging environment in which boys and girls can fulfil their individ-ual talents and respect one another as equals. The school is proud of its heritage and reputation for friendliness. It has a sense of community and a commitment to the wellbeing of pupils.

ENVIRONMENT

School for Service children

QUEEN VICTORIA School at Dunblane is an independent boarding school owned by the Ministry of Defence and is for the children of Scottish personnel and those who have served in Scotland.

Set in 45 acres in Perthshire, QVS is home to 270 pupils between the ages of 11 and 18. Parents make a termly contribution, currently under £250 per child, to running costs. For this the school provides everything a parent would wish from an independent boarding school

Pupils are offered a wide curriculum under the Scottish educational system, and the school has strong learning support provision. Most leavers go on to university and

further education, and many also enter the Services.

The school provides sporting and extra-curricular facilities and activities, and gives pastoral care a high priority, providing a true home-from-home.

Security, stability and sound, all-round schooling are cornerstones, providing a key service for the Services.

West Hill Park's

WEST Hill Park School Titchfield, Hampshire, begins the new academic year with a warm welcome to families during Open Morning from 10am to 12 noon on Saturday, September 29.

With its self-contained nursery, outstanding Pre-prep and Prep School, West Hill Park offers children a fine all-round education. Children thrive and grow in confidence with committed teachers. excellent facilities and a very happy, settled atmosphere.

Once again, excellent SATS results have been achieved, with many children gaining exceptionally high marks. All common entrance candidates have also passed into the schools of their choice, and three scholarships

have been won.



QUEEN VICTORIA SCHOOL

Set in 45 acres of beautiful Perthshire countryside

- Stable and uninterrupted co-educational boarding for 11 18 year olds;
- Quality education including school clothing at low cost -
- termly charges below £300; · School hospital and resident Sister;
- Overall pupil teacher ratio 8.5 to 1; total school roll 275; Eligibility includes children of Service personnel, serving or
- have served in Scotland; Easily accessible by road, rail or air;
- Warm, friendly, lively atmosphere where pastoral care takes high priority;
- Full range of curriculum following the Scottish Education system; Extensive programme of sport, music and extra-curricular activities;

Visits to the School are welcome at any time.

For prospectus and further information or an appointment, THE HEADMASTER, QUEEN VICTORIA SCHOOL

DUNBLANE, PERTHSHIRE. FK15 0JY Tel: 0131 310 2901 or 01786 822288 Fax: 0131 310 2926

Kingswood – far beyond a classroom experience

AT KINGSWOOD School they believe that each child has a variety of talents and abilities needing development to the full.

That is why education there goes far beyond the classroom dedicated and caring staff committed to encouraging their pupils to reach this goal in every way, in an atmosphere of enthusiasm, enjoyment, security and

respect for others.

A co-educational school for pupils aged three to 18, Kingswood is dedicated to providing continuity of education from nursery through to sixth form in a happy, caring and disciplined environment based on Christian principles.
It offers facilities for board-

ers and day pupils in one of the most beautiful settings in the South – 218 acres of parkland at

Lansdown near Bath.
The Preparatory School was built in 1995 to the south of the senior school site, and a new headteacher, Anita Gleave, is joining the school this month.

Kingswood recently launched a new CD Rom interactive prospectus, and for appoint-ments to see the school, or to receive a prospectus, call 01225 734210 or e-mail:

registrar@kingswood.bath.sch.uk

SERVICE CHILDREN'S DUCATION

Service Children's Education (United Kingdom)

Do you require information on boarding schools?

Do you have concerns about your child's education?

Are you having problems getting a school place for your child? Contact SCE(UK) for advice, support & information.

Services Children's Education (UK)

Trenchard Lines, Upavon, Pewsey, Wiltshire SN9 6BE

Telephone Helpline: 01980 618244 Mil: 94344 8244

Fax: 01980 618245 Mil: 94344 8245

KINGSWOOD SCHOOL

Lansdown Bath BA1 5RG

Tel: 01225 734210 Fax: 01225 734205 E-Mail: registrar@kingswood.bath.sch.uk www.kingswood.bath.sch.uk



A unique experience for boys and girls aged 3-18 at one of Bath's finest educational establishments



OPEN DAY Saturday 13th October 2001

Apply now for a copy of our new **CD Rom Interactive Prospectus**

* HM Forces Remissions *

* Special Talent Awards * Scholarships - for Yr 7,

Yr 9 (boarding only) & Sixth Form entry Registered Charity No. 309148



<u>Education</u>



MAYVILLE School enters the new academic year with excitement and anticipation. After the floods of last September the school now has a new, purpose-built, pre-prep depart-ment, and looks forward to continuing the rebuilding programme.

It also looks forward to opening its boys senior department in September next year, with the first entrance exam for boys next

January 16.

Mayville is unique in its small family atmosphere, where each person is treated as an individual with their own special contribution to the life of the school.

The girls and boys are of differing academic abilities, sporting aptitudes and creative flair, but they come together to make the vibrant, caring community that is the secret of the school's success.

Mayville's Dyslexia Unit is recognised for its excellence, and the school has a programme for gifted children.

Sport is featured highly, and on the academic front pupils are offered a broad curriculum. GCSE

results are excellent.

Mayville is open 8am to 6pm 50
weeks of the year to provide
before-school and after-school

cover, with holiday activities for children with working parents.

The school's Drop-in Day (the next one is on October 5) is designed to allow parents of prospective pupils to see the school at work.

Where mutual respect and thought for others prevail

NEWLANDS School, Seaford has long had a reputation for being a happy and caring environment in which each individual, whatever their ability, can truly flourish.

Small classes, taught by highly qualified, dedicated teachers, ensure that each child is helped to reach their maximum potential, and successes in external examinations and scholarship awards underline progress made by the school over the past few years.

At Newlands a mutual respect between pupils and teachers leads

Open spaces and activity

DUKE of Kent School is an independent boarding and day school for boys and girls aged four to 13 and is set in the magnificent countryside of the Surrey Hills.

Aim of the school, with 198 pupils, is to offer an exciting and challenging all-round edu-cation which will allow each child to flourish.

The day school is packed with activity and includes structured time for academic structured time for academic work, sport, art, music and reading, as well as time for less structured play.

Of the 50-plus boarders, some board weekly, while others are at home on Saturday, Sunday and Wednesday nights.

One of the school's great strengths is space – the 40-

strengths is space - the 40-acre grounds include a sports hall and covered swimming pool.

to a friendly, positive feeling within the school, which adds to the general ambience that is evident.

The pupils enjoy the spirit that prevails and they are encouraged to think of the needs of others as

much as themselves.

Newlands is set on a 21-acre campus east of Seaford, and provides quality education for boys and girls from ages two-and-a-half

Co-educational day & boarding school for pupils aged 21/2 - 18 years

Quality Education



Academic, Cultural & Sporting Excellence Fees in line with BSA High percentage of Forces boarders Accelerated Learning Centre Theatre Arts Course

Tel. 01323 490000

Newlands School, Eastborne Road, Seaford, East Sussex BN25 4NP Fax: 01323 898420 e-mail: newlands1@msn.com www.newlands-school.com

To Advertise Telephone 023 9272 5062 NOW!!

Mayville High School make your mark'

Drop in Day Friday 5th October

Scholarships and Trustee assisted places available

10.00am till 11.30am 1.30pm to 3.00pm 4.00pm to 6.30pm We look forward to meeting you. If you would like a prospectus or any other information, please contact the school as detailed below.

35-37 St. Simon's Road SOUTHSEA Tel: 023 9273 4847

www.mayvillehighschool.com

GREAT BALLARD **SCHOOL**

Co-educational IAPS Day & Boarding 2-13

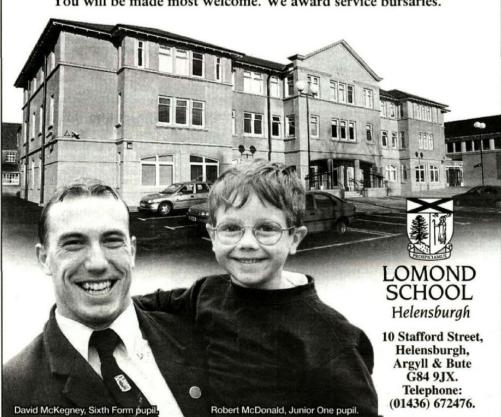


- Saturday morning lessons years 7 & 8 only.
- Specialist small group teaching.
- Flexible boarding arrangements.

For further details, please contact: Great Ballard School, Eartham (between Chichester & Arundel) on 01243 814236

We're proud of what we

If you'd like to find out more about why we are in such demand, please phone for an individual appointment. You will be made most welcome. We award service bursaries.



instein Meets Marie Curie



Outstanding careers begin with an outstanding education. The Duke of Kent School makes an important difference in young lives. The curriculum is excitingly varied. The environment is helpful and caring. The results are often remarkable.

Contact the headmaster, Alan Cameron, to discover how you can give your child

DUKE OF KENT SCHOOL

- · Co-ed 4-13
- · Day, full boarding
- and half board
- Scholarships
- · Designated area of natural beauty
- Superb facilities
- Caring culture
- · Happy family atmosphere
- Bursaries for service children
- Ewhurst Surrey GU6 7NS Tel (01483) 277313 Fax (01483) 273862
- www:dukeofkentschool.org.uk email:dok.school@virgin.net



Vocational Education Training Programme

Convert your experience into qualifications



A Preferred Supplier to CAREER TRANSITION PARTNERSHIP

The programme is an initiative by Blackburn College to assist members of HM Forces to attain recognised qualifications using the accreditation of prior learning (APL) process for a portion of the award.

Interested? Then contact Barbara Clarkson at the following address:

Vocational Education Training Programme, Blackburn College, East Lancashire Centre of Excellence, Saturn Centre, Challenge Way, BLACKBURN, Lancashire, BB1 5QB

Telephone: 01254-694441 / 672328 / 691237 / 692417 / 611438

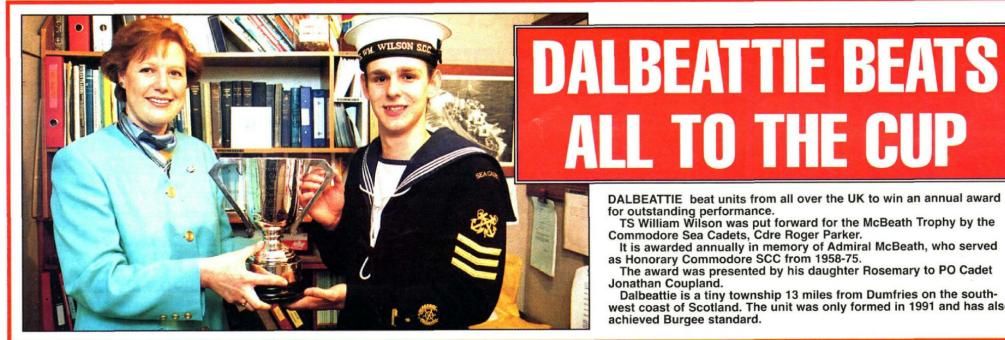
Fax: 01254-679647 Email: vets@blackburn.ac.uk

Blackburn College exists to serve the educational & cultural needs of the local, national and international community

www. navynews,co.uk 38 NAVY NEWS, SEPTEMBER 2001



Sea Cadets



L TO THE CUP DALBEATTIE beat units from all over the UK to win an annual award

for outstanding performance.

TS William Wilson was put forward for the McBeath Trophy by the Commodore Sea Cadets, Cdre Roger Parker.

It is awarded annually in memory of Admiral McBeath, who served as Honorary Commodore SCC from 1958-75.

The award was presented by his daughter Rosemary to PO Cadet

Jonathan Coupland.

Dalbeattie is a tiny township 13 miles from Dumfries on the southwest coast of Scotland. The unit was only formed in 1991 and has also achieved Burgee standard.

How Chris worked his way in

ADET PO Christopher Stevens of Worksop UNIT is the first SCC candidate to achieve the NCFE "preparation for entry to uniformed service – intermediate level" qualification.

This has come through a project run as a pilot partnership between the SCC, Dearne Valley College and the qualification's awarding

The project asks candidates to examine what is required for the award and apply specific cadet activities to it. Christopher included his work towards his Duke of Edinburgh's Award. The College's Public Service

Section – which numbers HQ Staff Officer Lt Cdr Geoff Smales among its staff – assessed his work, which also covered competitive sports, health and safety, map reading and navigation.

 Christopher Stevens, who is shortly to enter the Royal Navy as a Weapons Technician, shows off his certificate to his shipmates at Worksop.





Companion, **Colonel Pau**

> **HONORARY** Colonel of the Royal Marines Reserve and the Marine Cadet Corps, Col Paul Cautley, forms a vital link between Sea Cadet vidual units.

Newly appointed a Companion of the Most Noble Order of St Michael and St George, the Colonel was greeted

by a guard of honour when he visited TS Steadfast at Kingston. He spent an evening watching the Cadets in action, performing evolutions which included boatwork, band, seamanship and junior manship and junior training.

Sea Cadets



Helen's six weeks that led to 20 years

A LONG-STANDING mem-ber of Kendal Sea Cadets has bowed out of the unit after 20 years' service - having joined almost by accident in her

Administration officer Helen Turner remains committed to her duty as liaison officer between TS Royalist and their adopted ship HMS Cumberland, and intends to continue supporting the unit's fund-raising committee.

In March she joined Cumberland in Malta and revisit-ed friends at the island's own SCC

unit. Helen has served four commanding officers and three unit chairmen. She first joined the cadets in 1981 when a college course required her to do a project on a youth organisation.

She came for six weeks - "And that was it, I was hooked!

"The Cadets have been great to me and I've thoroughly enjoyed the years in uniform.

Helen was presented with a "leaving gift" of a silver photo frame.

We say it with lowers!

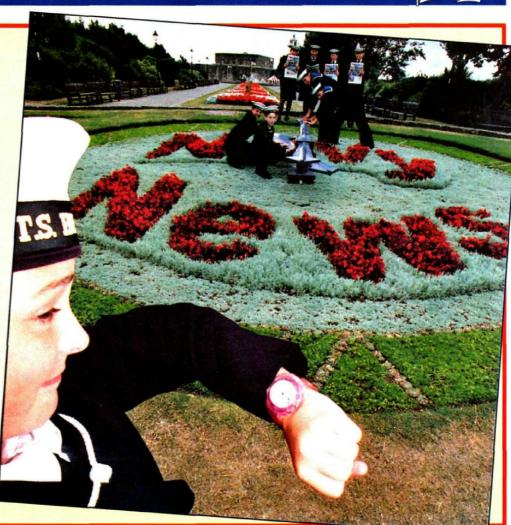
GOSPORT Sea Cadets - O/C Jo Mann in the foreground - from TS Hornet stopped to check the time at Southsea's famous flower clock this summer specially planted to spell out 'Navy

The clock was presented in 1948 by Smith's, the London watch and clock makers to the people of Portsmouth for their bravery in World War II.

Originally in front of the City Council parks building near Southsea Castle, it was moved 200 yards

to its present position at the entrance to the Castle

This is the first time the clock has been sponsored commercially and it is part of Portsmouth's entry in the Southern England in Bloom competi-Picture: LA(PHOT) Paul Punter





TALKING POINTS: Flashing the Bridge (above) from HMS President; flag hoists (right); and working out the message (below)





Signal Way to make our day

ICKED' and "cool" – that was the verdict of London Area cadets who spent a day learning the art of Naval communications at HMS President, London Division Royal Naval Reserve.

Three RNR Senior Ratings, headed by CPO(C) Bomber Mills, looked after 13 Cadets from London Borough of Sutton and Newham (J. T. Cornwell VC) Units, under the watchful eye of CPO(SCC) Sue Brockwell, the London Area Staff Officer (Communications).

Throughout the day they were kept busy learning Tape Relay, Flashing Light procedures, Flag Hoists and Semaphore.

Said SCC Headquarters Staff Officer (Communications) Lt Cdr Brian Bilverstone: "This is exactly the sort of thing which gets and holds Cadets' interest. I sincerely hope we can arrange more of these visits."

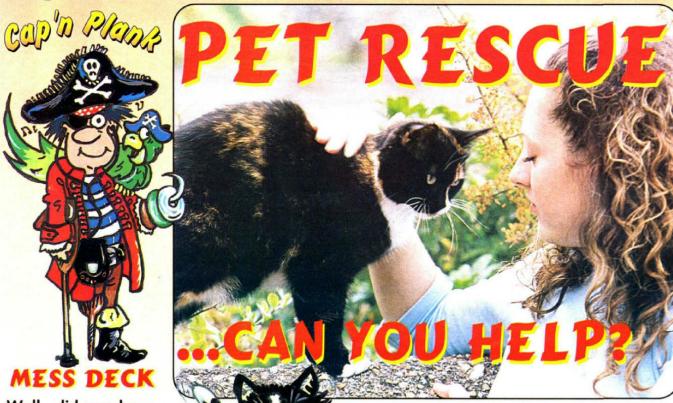
Portrush Gives Thanks

FROM Elaine Foster, Admin Officer TS Duke of York, Portrush Unit:

"I would like to thank you for publishing our letter - and all your readers for their kind help. This has been a big boost for the committee, staff and cadets who were demoralised when they saw the damage sustained by the unit."

NAVY NEWS, SEPTEMBER 2001 www.navynews.co.uk

The GANG PLANK Club



Well, did you have

a really good summer holiday? All the crew had a great time!

Now it's back to school! Still at least it's a chance to meet up with all your friends and find out the gossip!

The crew loves hearing all your news so, get out those new pens and drop us a line. If your letter is picked as the "Star Letter of the Month" then you'll get a very special prize.

Don't forget to send us some snaps of your holidays too. The best pics win prizes!

Hello to Harriet Hirst who wrote the crew a top letter. Harriet has five brothers and no sisters - cor, bet noone's rude to you!!!!

Thanks to Paul for all your drawings - we are going to use them to paper one of the ship's cabins!

That's all from the crew - keep in touch, we want to hear from you!



Technocat is very

keen on all the

TV programmes

about Pet Rescue

so he decided to

There are lots of

organisations that

animals. Most of

them don't get

government so

raise money to

keep them going.

If you or your school

are thinking about good

causes to raise money

for this year why not

charities? Technocat

has been looking at a

few of the larger ones.

consider animal

they have to

money from the

find out more

about how you

can help.

look after

MARINE CONSERVATION SOCIETY

Captain Plank is keen on this one! It's a charity that helps to protect the sea and all its wildlife. The seas around the UK are threatened by pollution and other dangers such as overfishing and damage to habitats.

If you want to help protect the sea and its shores you could get involved in some of the MCS projects.

For more info: www.mcsuk.org tel: 01989 566017



CATS PROTECTION

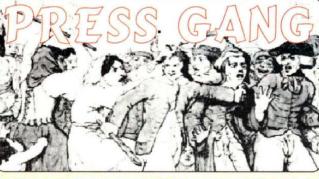
You might guess that this is Technocat's favourite charity!! This is the oldest cat charity in the UK. It works all



homes for 75,000 cats per year.

Why not find out about the Kitten Club?

For more info: www.cats.org.uk tel:01403 221919



ANOTHER LUCKY MEMBER OF THE PRESS GANG!!

Well done to Kathleen Adams - she has been chosen as another member of our special Press Gang.

We ask our press gang to go out and report on important events -Kathleen was asked to go

getting them new homes.

information on how to

look after cats properly.

Cat Protection help find

over the country

rescuing cats and

It also provides

to the International Festival of the Sea in Portsmouth.

You can catch her individual report in our special edition in October. Watch out for our "Mysteries of the Deep" four page special.

BATTERSEA DOG'S HOME

Nearly everyone has heard of this famous dog's home. They are proud to say they find homes for any stray dog or cat, however long it takes. Sometimes dogs are just lost and the home try really hard to find their owners.

If you want to help you could become a junior member.

For more info: www.dogshome.org tel: 020 7622 3626



ROYAL SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS (RSPCA)

This is a very old charity, formed in 1824. The RSPCA now has 328 inspectors who look into reports of animal cruelty and take action when needed. The charity also rescues thousands of unwanted animals and encourages us to be good pet owners.

The RSPCA also run hospitals and clinics to treat sick animals.

It costs 71 million pounds per year to keep the RSPCA going so why not find out how you can help raise some of that money?

For more info: www.rspca.org.uk Cruelty line (to report ill treatment of an animal) 0870 55 55 999 Look in your phone book for local RSPCA's



Top Team Footy Fi

The football season is now well underway. How's your favourite team doing?

Jack and Susie both love football and they've put together a great file for you to fill in as you celebrate or suffer with your team!

If you are lucky enough to go to your team's matches why not write and tell us all about it. We have a great prize for the best letter!!

TEAM:	HOME GROU	ND:	
STRIP	HOME:	AWAY:	
MANAGER			
NEW SIGNINGS			
CAPTAIN	Artife in the		
LEAGUE/ DIVISION			
WEEKLY POSITION		RDAY 11.08.01	
		DAY 20.04.02	
HAT TRICKS	DATE:	WHO SCORED:	
RED CARDS	DATE:	WHO SINNED:	
TOP SCORER OF THE SEASON			
TROPHIES OF THE SEASON	attent at	and and and	
WHERE TO GET MORE INFO			

Birthday Congratulations!

James Abbott Naomi Archer Adam Atter Jordan Attis Christopher Aydon Hannah Bailey Katie Baoman Robert Bateman Alexandra Bird Luke Blampied **Jack Booth Rachel Broome** Scott Bull **Peter Bustin** Jonathan Cameron **Mark Carter Alex Caswell** Samantha Clarke **Benjamin Clink** Matthew Colfer Oliver Copsey Cassandra Cornlover Gillian Cotter **Marc Dancer Georgia Didymus Christopher Dyson**

Richard Eldridge Philip Elgey Elliot Evans Hannah Fletcher Sophie Fletcher Laura Fletcher **Robin Francis** Steven Game **Danielle Gatenby Cameron Geddes Joseph Greig Hannah Griffiths** Daniel Harding David Harding Sam Harris Thomas Hawkes Simon Hetherington Simon Hewitt **Christopher Hide** Jessica Hull William John Alexander Johnstone **Euan Kennedy** Keaton Kerridge Josh King Elisha Langridge Nicola Lewis

Douglas Lincoln Aisha Livingstone **Gavin MacKenzie** Karyn Mackenzie Timothy Martin Hamish McTrusty **Christopher Moore** Ellen Mould Jordan Musker Lucie Newbury Lauren Norton Ross Nunn Damon O'Kane Matthew Olive Nicholas Ould **Christopher Paddison** George Palmer Alice Pardoe Andrew Perry Mark Reeve Sian Richards **Eddie Robinson Neil Rooney** Jennifer Ryan-Fessitt Joel Scrafton Craig Searle

Robert Seaton

Karen Shaw Christopher Short Jack Smith **Charlotte Spark Autumn Spayne Nicole Stevens** Stuart Stirton **Aimee Stockton** Samuel Taylor **Leyton Thomas James Thompson Connor Thores** Holly Thorogood **Alex Towers** Benjamin Trevett Dominic Tucker Lauren Twist Jack Tyler Edward Warren **Lewis Wells** Samuel Whale Alexander Wilkins Joshua Williams Joshua Wilman Amie Wingrove Lewis Wintle

Owen Williams-Power **Andrew Wood**



Your Name, Address, Age and Membership Number to: 'RALEIGH SCOOTER COMP',

'The GangPlank Club', Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

es and employees of Navy News are ineligible to enter. The Editor's decision is final, Relati-**CLOSING DATE FOR ENTRIES – 5th OCTOBER 2001**

VIP TOUR FOR LUCKY WINNER!



WELL CAPTAIN PLANK IS **OFFERING YOU A** CHANCE TO WIN A VIP TOUR OF HMS WESTMINSTER.

The Type 23 Frigate will be making a historic trip to its hometown, London in October.

One of the special events will be HMS Westminster leading the annual musical procession of Trinity College of Music down the Thames from the Houses of Parliament to Greenwich.

If you would like the chance to win the tour of the ship rearrange the phrase below to spell the name of one of Her Majesty's Ships and send your answer with your name, address and age to

Captain Plank, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Your answer should reach us by 21 September. The winner will be the first person drawn out of Captain Plank's treasure chest after the closing date.

Stir men stew

ARE YOU **GOING TO** A NEW SCHOOL???

Have you gone to a new school this term? - well, Bert the Deck Hand wants to hear all about it. He's got a very special prize for the best story.

Is it big? What games do you play? Is it a bit scary? Have you made any new friends?

Bert wants to hear all about your brand new school - write soon!

The GAN					4
				VIII	Club
Please enroll me a	e a mon	nhor of	The Ga	na Pla	nh Club

I enclose a PO/cheque (payable to Navy News) for: £4.25 1 year UK - £7.50 2 year UK (saving £1)

Name

į	Address	
	Postcode	
	D.O.B Tel No	
	E-mail address	
	School attended	
Ì	Joined by: Parent ☐ Grandparent ☐ Oth	er 🗇
ļ	Do you have any Brothers Sisters Age	es 🗆
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44 NAVY NEWS, SEPTEMBER 2001

Sheffield snapper snapped with a snappy nappy

NAVY CAMERAMAN Mac Macdonald finds himself in the frame as he greets his four-month-old son Harry during HMS Sheffield's welcome home to

Devonport on August 9.

LA(PHOT) Macdonald, photographed by his colleague
LA(PHOT) Brum Clews from HMS Drake, had been supporting Sheffield's six-month patrol duty in the
Caribbean.

Many of the shots Mac has taken have appeared as part of the coverage by *Navy News* of Sheffield's drugbusting operations and diplomatic visits.

While away the ship's company also raised more than

£3,000 for charity, including £500 netted by eight of the ship's company – including her Commanding Officer, Cdr Simon Williams – who staged a sponsored cycle ride round the island of Curacao. The money is going to Sheffield Children's Hospital.

Throughout the deployment the Type 22 frigate was supported by the tanker RFA Gold Rover which is staying in the region to back-up Sheffield's relief, HMS

After leave and maintenance Sheffield sails to Hull in late September for a visit to her affiliated city of Sheffield

Tradition put into reverse at 810 Squadron finale



THE OLDEST and longest serving member of 810 Naval Air Squadron was chosen to perform the final honour for the unit's decommissioning.

CPO Christopher Spittlehouse (53) helped Dawn Stanton, wife of the squadron's Commanding Officer, Lt Cdr David Stanton, to cut the specially baked and decorated decommissioning cake.

Christopher, an aircraft handler, is believed to be the oldest uniformed member of RN air station Culdrose.

He was chosen to reverse the normal procedure for the cutting of commissioning cakes in which the *youngest* member of a ship or unit enacts the ceremony with the CO's wife.

Since its re-formation in 1983 the squadron, equipped with Sea King helicopters, has provided advanced and operational flying training.

It was first formed almost 70 years ago and had a distinguished war record, including crippling attacks against the Bismarck by its Swordfish torpedo bombers flying from HMS Ark Royal in 1941.

Re-equipped with Barracudas, its service in the latter part of the war included deployment to the Far East.

After the war the squadron reformed and disbanded several times until its last commissioning in 1983

 RNAS Culdrose's oldest sailor, CPO(AH) Chris Spittlehouse cuts 810 Naval Air Squadron's decommissioning cake with the CO's wife, Dawn Stanton.

Porton 'cold research' ads sought by police

COPIES of advertisements said to have drawn notice to experiments at Porton Down in the 1950s and 1960s are being sought by police conducting Operation Antler – the investigation into the Service volunteer programme.

The adverts, displayed on notice boards and circulated in station orders, are said to have referred to research into the common cold.

Wiltshire police are asking for anyone who has copies or who may have prepared the notices or helped in their distribution to contact the Operation Antler team on 01380 735020. However, the police do not wish to see those who merely remember seeing the

Ports history web launched

THE National Maritime Museum has been awarded £1.64 million by the New Opportunities Fund to create an Internet-based learning resource based on its collections.

Under the title *Port Cities*, the Museum will co-ordinate a range of websites to help communities to understand their maritime past.

MOD-backed forum for veterans meets for the first time

FIRST meeting of the Veterans Forum has been hosted by the Minister for Veterans Affairs, Dr Lewis Moonie.

Dr Moonie, who was named as Britain's first Veterans Minister last March, said the forum was still in its early stages, but he was determined that veterans would see an improvement in the support that Government provides.

Ian Townsend of the Royal British Legion said he was pleased that the Government had given a strong commitment to veterans issues.

"We look forward to being able to make a positive impact on behalf of all veterans through the forum," he said.

Aim of the forum will be to identify issues that need attention. These will then be passed on to a Ministerial task force for action.

The forum will meet again in October to agree priorities for action before the task force is convened the next month.

Several Government departments – covering such things as pensions, education, employment and transport – are members of the forum, as are many Service charities including King George's Fund for Sailors and the Royal British Legion.

Navy's chiefs at submarine centenary ball

THREE of the most senior serving officers of the Royal Navy, led by the Chief of the Defence Staff, attended a ball at the Dorchester Hotel on July 21 to commemorate the centenary of the Submarine Service.

The guests included the CDS, Admiral Sir Michael Boyce; the First Sea Lord, Admiral Sir Nigel Essenhigh; C-in-C Fleet, Admiral Sir Alan West; and Flag Officer Submarines, Rear Admiral Rob Stevens.

Also present was the Minister for Defence Procurement, Lord Bach, and several notable submariners, including wartime submarine ace Vice Admiral Sir Ian McGeoch.

HMS Exmouth memorial service plan

RELATIVES of the 189 men who died when the wartime destroyer HMS Exmouth was sunk are planning a memorial service following the discovery by civilian divers of the wreck off the coast of Scotland near Wick.

The Exmouth's entire ship's company died when she was torpedoed by a U-boat in January 1940. Some of the bodies that were recovered were buried at a cemetery in Wick where the service is being planned.

It is hoped that the Royal Navy will be represented at the event planned for September 2.

Details from Sue and Paul Eastman, 25 St Peter's Court, Broadstairs, Kent, CT10 2UU, tel 01843 604816 or e-mail:

suzyeastwood@hotmail.com

Fearless: Last steam check

WHAT is probably the Navy's last steam staff sea check has been carried out on board the assault ship HMS Fearless.

The check followed the ship's seven-month maintenance period in the wake of her main machinery fire last November.

Fearless passed the test and

Fearless passed the test and continued with training through July. Her steam team was congratulated by Flag Officer Sea Training, Rear Admiral Alexander Backus, for helping to return the Navy's last steam-powered ship to sea.

Study over benefits to the unmarried

ALL THREE Armed Services are considering the extent to which unmarried people living together as partners should receive similar benefits to those enjoyed by people married to Forces personnel.

The issue was highlighted by the case of Anna Homsi, the partner of an Army soldier killed in Sierra Leone last year.

Miss Homsi, who is the mother of Trooper Brad Tinnion's eight-month-old baby is not eligible for a full widow's pension under the regulations

It is understood that if Miss Homsi had been married to Trooper Tinnion – killed during the operation to rescue British Army hostages from Sierra Leone bandits last year – she would have a pension of £18,000 a year.

Secretary of State Geoff Hoon said

Secretary of State Geoff Hoon said MOD was looking afresh at Miss Homsi's case and had every sympathy for her. The Ministry was confident that a satisfactory outcome would be reached.

A MOD spokesman said that the

Ministry was committed to making decent provisions for all Service personnel. However, while marital status at present determined certain benefits and entitlements – as with other authorities at home and abroad – the social trend was towards an increase in non-married unions.

Reconsideration of the issue was aimed at compiling more factual and authoritative information to provide a clearer understanding of any problem that might exist.

<u>Family Matters</u>





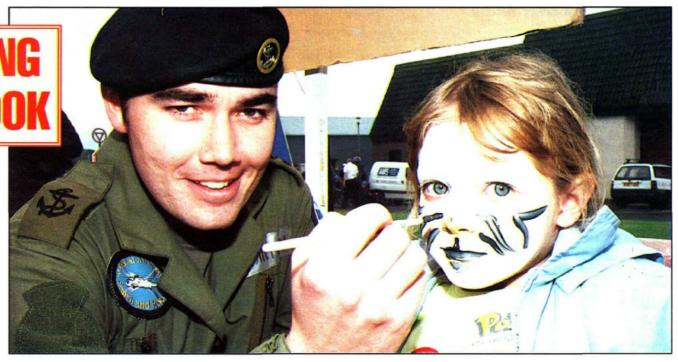
WHILE the future of RN air station Prestwick is now assured, it will be in a much smaller form - and as the "Greensite" on the north side of the Monkton, Ayrshire base is due to close in March 2002, HMS Gannet's Families Day this summer will have been the last in the traditional format.

Familiar attractions included the Golden Lions Army Parachute Display Team, a bouncy castle, and model aircraft and trains – plus all the thrills and spills of go-

kart racing.
Over 1,000 people attended, 819 Sqn Seakings flew all day providing a rare opportunity to view the local area from a bird's eye perspective and it was hoped to raise £500-plus for chosen charity Craig Park School.

• NEW LOOK CAMO: LMA Rob Pointon assists with

the face painting.



Ground force of Sea **Scouts**

MARGATE Sea Scouts helped sailors from HMS Illustrious re-landscape the garden of the Martha Trust home at Deal, Kent - and appeared on TV with Ground Force star Charlie

At the end of five months' work, the result was a stunning "sensory" garden - because many people at the home are visually impaired, they rely on touch to appreciate their surroundings.

Afterwards the Scouts from the Holy Trinity Group (RN 50) were invited to visit the aircraft carrier in Portsmouth, had lunch on board and took a harbour tour to view the ships alongside.

It was on board one of them, HMS Bristol, that the Navy hosted its annual Summer Camp for RN-recognised Sea Scouts. Over 200 Scouts and their leaders from around the country took part in a wide range of activities including offshore sailing in Meridian Trust yachts, dinghy sailing, canoeing and visits to many local attractions.

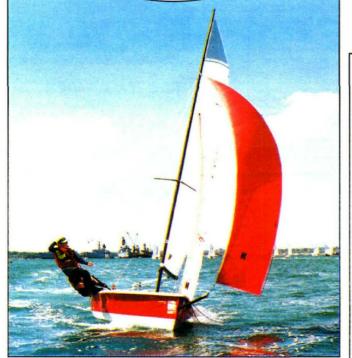
 Left: Russell Bates of Holy Trinity Sea Scouts at the helm of HMS Illustrious. Below: Sea Scouts sailing the Navy's Laser Dinghies in Portsmouth Harbour.



to Navy News!

●PO Andrew Tyne (left) holds baby son Charlie (seven weeks) alongside PO Dave Dawick and his son Joseph (six months) for a double christening on board HMS Ocean. Rolls Royce supplied the font - an upturned piston! - for the service conducted by the Rev Ian Wheatley

Picture: LA(PHOT Sean Clee.



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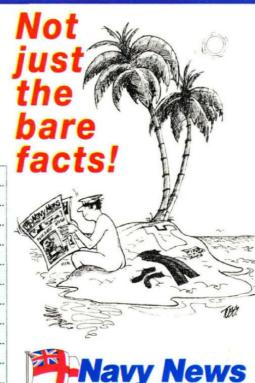
Writing in her latest newsletter, NBSA Portsmouth's Crime Reduction and Community safety Officer Constable Jo Thompson advises that registered properties can then be checked on daily patrols. The service is provided free of charge and the scheme is run all year

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HMS York and Exeter: Dave (George) Blackburn, ex-RO1, served in Exeter from 1985 and then in York during the Queen's tour of China. Anyone remembering Dave is asked to contact him at 22, Esdale, Ryhope, Sunderland, Tyne and Wear, tel: 07719 782609, email: dblackburn40@hotmail.com
Wally Bentley hopes to make contact

Sunderland, Tyne and Wear, tel: 07719
782609, email: dblackburn40@hotmail.com
Wally Bentley hopes to make contact
with his old mates, 1947-8, Mull of Kintyre,
Geordy' Mitchell, Pete Edmonds, 1948-54,
HM submarines Acheron, Ambush, Artemis,
Selene, Subtle: 'Snobs' Taylor, 'Bobo'
Bowen, 'Buster' Browne et al. Write to 448,
Warners Bay Rd, Charlestown, NSW, 2290,
Australia, email: walbar@optusnet.com.au
NP 200: In 1943, as a Chatham
telegraphist, 'Ur Newton was drafted to RNP
200 to Archangel, North Russia, taking passage on HMS Musketeer from Scapa Flow,
Vic wants to hear from anyone in the same
party, or who served in Archangel. Contact
him at 620, Rosedale Ave, Sarnia, Ontario,
Canada, email: vnewton@csource.net
Albert Dundas Ayers, who served on
MMS1 in the Med from 1941-5, would like to
hear from anyone who served on the MMS1
or in the same flotilla of minesweepers stationed in the Med. Contact him at 18, Milton
Crescent, Pill, Miltord Haven,
Pembrokeshire, email: dun.dun@virgin.net
HMS Scylla: Anyone in HMS Scylla 1985-

Crescent, Pill, Millord Haven, Pembrokeshire, email: dun.dun@virgin.net HMS Scylla: Anyone in HMS Scylla 1985-7 in the ROs Mess is asked to contact Andy Wright, 93. Flamborough Rd, Ruislip Manor, Middlesex HA4 0DQ, tel: 01895 631420, email: A. W@u.Singer-friedlander.com Former CPOPT Mick' Sheean (HMS Mercury/Londor/RNDO's etc): If anyone knows where he is. last known serving in the

Mercury/London/RNDO's etc): If anyone knows where he is, last known serving in the Saudi Armed Forces and married to Sal, contact Lt Cdr 'Grassy' Meadows, HMS Forward, 42 Tilton Rd, Birmingham B9 4PP, tel: 0121 506 2202, or email: grassymeadowsRN@aol.com
HMS Herald: All shipmates who worked in Herald 1990-1 with Russell (Clint) Eastwood: contact his best man, Dave Jones, on 07773 381143 (mobile) or 01530 230021 to get togther for a 'Stag' weekend at the end of September.

e end of September. Ex-POEM(A) Brian Whitworth: late

1960s part 2 training Lee-on-Solent, originally from Rochdale. 892 Sqn Ark Royal, last seen Culdrose 1984: Your presence is required by old mates. Contact Barry (Tippo) Tipton on 01204 61818 or email:

tippo@tippo.freeserve.co.uk
Blue Jackets Band, Portsmouth &
Chatham: Ted Hunt and Peter Hillman seek

former members of both bands from the 1950s and early 60s with a view to a possi-

At Your Service

Reunions

HMS St Vincent 11 Entry, Feb 11, 1958

Seeking members with a view to a reunion.
Contact Tony Dewhirst on 01722 341593 or email: dewhirst@bhd.com
HMS Condor, Arbroath; Aircraft Artificers: Barney Byrne plans a reunion for apprentices at HMS Condor 1954-8. Contact him at 11, Roebuck Close, Steynton, Milford Haven SA73 1AS, tel: 01646 692968, email: barney@byrne98 fireserve.co.uk

barney@byrne98.freeserve.co.uk

A memorial to the crews of MMS 1 - 313,

MMS 1004 - 1084 and BYMS 2002 - 2282, in
service 1941-59, has been commissioned by
a crew member of 122MSF at the National
Memorial Arboretum. Contact D. Lanfear, 120,
Charlton Rd, Kingswood, Bristol BS15 1HF.

September

HMS Argonaut Association reunion at HMS Nelson, Portsmouth, Sept 1, £10.50 including buffet. Eric Jones, 5a Alexandra Rd, Southampton SO15 5DH, tel: 023 8032 3853, mollsinbad@btinternet.com

HMS Exmouth memorial service at the Old Parish Church, Wick, on September 2. Details from Paul and Sue Eastwood at east-Details from Paul and Sue Edition
or wood.construction@btinternet.com or Steve suzyeastwood@hotmail.com or Steve Goldsmith on 01294 601722. See more information on page 44 in this issue

CHANNEL 4 DOCUMENTARY

'When Britain went to War'

Channel 4 series on the Falklands War's Home Front wants to hear from you if the war changed your life.

Call Kate Werran, Janice or Charlie on 020 8743 2040

AMY JOHNSON

Were you in Convoy CE21 on 5th January 1941, the day Amy ditched in the Thames?

Call Ben Barker Lion T.V. 0208 735 4000 HMS Glory Association reunion at HMS eahawk, RNAS Culdrose, Cornwall, on aptember 7-8. Details from B. Skam, 15, Interfields, Great Dunmow, Essex CM6 HH, Iel: 01371 873106.

1MH, tel: 01371 873106.
HMS Highlander reunion, Fernlea Hotel, Rotherham, Sept 7-9. Survivors of SS Lancastria picked up by Highlander welcome. Contact Ken Chaplin, 15, Great Eastern Rd, Hockley SS5 4BX, tel: 01702 202725.

Royal Naval Secondary School, Tal Handaq, Malta 1947-78: A reunion is planned for Sept 22 at Colerne, Wiltshire. Contact Viv Daly, 07966 549397 (day), 01752

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October

The River Plate Veterans and Families
Association reunion at Royal Fleet Club,
Devonport, October 5-7. Details from J.
Smith, Lyntondale, Kirton Lane, Stainforth,
Doncaster DN7 5BP, tel: 01302 841806.
HMS Arethusa Association reunion
October 5-8, Hadleigh Hotel, Eastbourne. All
commissions 1935-1989 welcome. Contact
Tom Sawyer. 1, Manor Drive, Flockton,
Wakefield WF4 4AW, tel: 01924 848191,
email: hmsarethusal38@yahoo.co.uk
HMS Plymouth (F126) Association
reunion October 6, Birkenhead and
Liverpool. Open to all commissions and anyone who served in a Type 12 frigate. Details

Liverpool. Open to all commissions and anyone who served in a Type 12 frigate. Details from Martin Slater on 01512 866992.

RN Writers Association reunion dinner, Oct 12, Home Club, Portsmouth. Details: Secretary Mrs S. Durrance, UPO, HMS Sultan, Gosport, Hampshire, tel 023 9254 2424.

HMS Protector Association reunion in Portsmouth, Oct 6; contact Bill Bartlett, 01202 480767, or bill@bartlett73.freeserve.co.uk.

DOES ANYONE HAVE a photo of the 'Passing Out' ceremony/parade of **HMS** Caledonia December 1976 that I can borrow so I can make a copy?

All photos will be returned. Box NN004

The Association of Royal Navy Officers

ARNO is both an officers charity and a membership association which is open to serving and retired commissioned officers of the RN, RM, QARNNS, WRNS, and their Reserves. Formed In 1925, ARNO's primary purpose is to assist officers and their dependants in need with grants and bursaries from the proceeds of its assets, which exceed £3 million.

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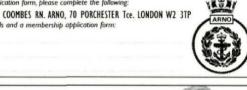
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Ever since 1867 Royal Alfred has provided safe havens of care for retired seafarers and their dependants. Our Homes and Housing, at Banstead in Surrey and Eastbourne in Sussex, provide long term and respite care for up to 125 people and are open to anyone who has served at sea in the Royal Navy or the



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The Society is dedicated to providing high standards of service, and has recently embarked on an extensive modernisation programme which includes the construction at Banstead of a brand new nursing and residential home for 56 residents, plus 22 newly built or refurbished sheltered housing units.

The cost of this development will be close to £3 million and it will strain our resources. Please help us with a gift if you possibly can, or, for the longer term, remember us with a legacy.

Further information about the Society is available from the General Secretary who will be glad to advise about tax-efficient ways of giving, or to provide details about the accommodation available.



Dept NN, SBC House, Restmor Way, Wallington, Surrey SM6 7AH Tel: 020 8401 2889. Fax: 020 8401 2592. Est. 1865 Reg. Charity 209776

Also at Llandudno on Oct 12-13. Contact Harry Pinkerton on 01492 874685 or email: harry@pinkertone.freeserve.co.uk.

HMS Eskimo, 1965-8 commission reunion, Oct 13, Keppels Head, Portsmouth. Contact Rab Butler, 57, Old Road, Wateringbury, Kent ME18 5PW, tel 01622 817071, email: cliff@thebutls57. freeserve.co.uk

HMS Belfast Association reunion and Trafalgar Night Dinner on board HMS Belfast, Pool of London, October 20. Contact John Rooke on 020 8992 9009.

HMS Llandaff: 25th year since selling of HMS Llandaff: peunion Llandaff Cathedral on October 20. Details from lan Bailey, 2, Birch Row, Bromley BR2 8DA, tel: 020 8249 3786 or email: bailey.i@cwcom.net

or email: bailey.i@cwcom.net
HMS Wizard & HMS Cadiz Association
reunion at the Nautical Club, Birmingham,
from October 26-27. Details from Tom Fox,
Maroheto, Church Lane, Meriden, Coventry
CV7 7HX, tel: 01676 523296.

CV7 7HX, tel: 01676 523296.

Buccaneer reunion on October 27 at RNAS Yeovilton. Contact Dave Clark on 01935 474862, email: waems@bigfoot.com Survey Ships Association reunion on October 27-28 in Taunton. Details from the Secretary, SSA, The Elms Guest House, 48, Victoria Rd, Southsea PO5 2BT (include an SAE); tel/fax: 023 92 823924 or e-mail: SurShipsAss@acl.com

November

Submariners Association Remem-brance Day Parade at the Cenotaph: more volunteers are needed to form a 167-man platoon (one man for each RN submarine lost, including X-craft). Contact lan Tyson, 'Desdemona', Eel Pie Island, Twickenham, TW1 3DY, See also page 24 in this issue.

HMS Victorious Association 1956-68

reunion on November 17 at the Home Club, Portsmouth. All ranks, ratings, RM and Squadrons welcome. Contact Brian Randall on 023 9235 7878 or email on 023 9235 7878 or ema blacky@cwcom.net (include postal address)

The Escort Groups reunion and AGM will be at the Stretton Hotel, Blackpool, from November 19-22. Advance booking is essential via the hotel (tel: 01253 625686). Details from Secretary Marie Lupton, 01772 812838.

December

881 Combined Operation Bombard-ment Battery RA (TA) reunion at the Stag and Hounds and 327, St Leonards Rd, Windsor, on December 4. Details from N.R. Feeley, tel 01753 868771.

Feeley, tel 01753 868771.

HMS Aldenham: In memory of the loss of Aldenham, the last British destroyer lost in WWII, a reunion will be held on Dec 8-9 at the RBL, Bushey Mill Lane, Watford, and St Johns Church, Aldenham. Details from W. H. Jones, 21, Besant House, Raphael Drive, Watford WD21 4GU, tel: 01923 444692.

Wattord WD21 4GU, tel: 01923 444692.

HMS Protector Association reunion at Weymouth on December 8 (contact Bill Bartlett on 01202 480767 or email: bill@bartlett73.freeserve.co.uk). Also at Torquay April 12-15 — book direct with the Trecarne Hotel on 01803 329292.

January 2002

HMS Illustrious Association, Remembrance service and reunion on January 9 at St Mary, Aldermary, Bow Lane then at a nearby hostelry. Contact the Secretary (Southern Branch), 71, Kingswood Ave, Bromley BR2 0NR, tel: 020 8290 6775.

February

HMS Essex (Southend Communications Training Centre, RNR): A reunion for all who served here will be held in Southend on February 2. Details from Jeremy Snelling, 82, St Cyrus Rd, Colchester CO4 4LR, or email: jeremy.snelling@binternet.com
HMS Penelope Association reunion for the cruiser 1938-44 or Irigate 1963-92, or relatives, in Blackpool, February 15-17. Contact Mike Bee, 1, Oddfellows St, Mirfield, WF14 9AB, email: mike.bee@ntlworld.com/ Website: http:// homepage.ntlworld.com/ mike.bee/penelope_association.htm

Calling Old Shipmates

Charles Edward Brown served in HMS Illustrious in WWII and will be 70 on September 8. There is a surprise party for him at the Imperial Hotel, Morecambe, and former shipmates are asked to contact Mrs L. Green on 01274 689427.

Edward George Sidney Owens entered service in February 1943 at Chatham, served as a stoker then gunner. Noel Owens' father seeks anyone who served with him. Noel also seeks photos of O-ships Pargust and Dunraven on which Arthur served as a stoker under Capt Gordon Campbell VC. Contact Noel at 191, Holland St, Crewe CW1 3SL.

794 Squadron: Seeking members of the Squadron when stationed at Chariton Hawthorne, Somerset, in 1943-4. WRNS Penny, Barbara and Betty with POs Kennedy, Riddell and Heath. Contact Les Arrowsmith on 01489 892981.

HMS Whitesand Bay: Still seeking EM 'Knocker' White or AB 'Dick' Barton, circa 1952. Contact Geoff Nightingale, 258, Galley Hill, Gadebridge, Hemel Hempstead HP1 3LD, tel: 01442 263405.

Batavia 1946: Calling shipmates who served on NP 2481 (HMS Harmony) in Java. Joe Jopson, 'Doc' Marlborough, Tony Tubb et al. Contact Russell Jones on 01326 376376, email: rumajones@lineone.net

HMS Tenacious: Tom Fogg served on board from 1943-46 and wishes to contact shipmates, especially Dougie Hurst. Contact Tom at 8, Swallow Close, Meir Park, Stokenon-Trent ST3 7FN, tel: 01782 398143 or email Tom's son at tony.fogg@talk21.com

HMS Cockade (1956-58); L/Sig Roger Houghton seeks communicators or crew members of that commission. Write to 18, Brook St, Barpton, Devon EX16 9LY, tel:

on-Trent ST3 7FN, tel: 01782 398143 or ornail Tom's son at tony, logg@clalk21.com
HMS Cockade (1956-58): L/Sig Roger Houghton seeks communicators or crew members of that commission. Write to 18, Brook St, Bampton, Devon EX16 9LY, tel: 01398 331854.

HMS Royal Arthur, Skegness; 102 class, Sept 1940: Any members of the class are asked to write to Frederick Lowe, 22, Pipers Close, Haverhill, Suffolk CB9 0LW.
HMS Loch Fada, Derry Flotilla: Graham 'Knocker' White seeks stokers, especially Geordie Carroll and LKA Durham, from that era. Ring Graham on 01243 827342.

HMS Haydon: Any shipmates from mess 10, 1944-7 – do you have photos of that era that C.J. Douglas can copy as he has lost his? Contact him at 14 Kitchener Square, Folkestone, Kent, tel: 01303 223517.

HMS Campania: Alan Drury was a steward on board when she undertook a 6-month tour around Britain. Anyone else on board is invited to write to Alan at 15, Grace Close, Well End, Borehamwood WD6 5NQ.

HMS Rifleman 1954: Would ERA John Brooks contact Tony Ward on 01926 859081.

HMS Hartland Point: Reunion planned for first commission (the slow boat to China). Contact Tom Walter, 68, Ingrams Way, Hailsham BN27 3NX, tel: 01323 845449.

HMS St Brides Bay: Motorboats crew, Night action Train bustling, East Coast, North Korea August 3, 1952. Seeking Bow, Stern Sheetman and stoker, also PO Jock Barry and members of 4 and 7 Messes. Contact Cox'n of the motorboat on that night, Gerry Rogers, on 0116 233 6370.

Ernest Norman Challen, stationed Devonport 1942-6. Served mostly on MTBs but shortly before the end of the war he was in Duncansby Head. Anyone who served with Ernest is asked to contact him at 2/12 Margaret St, Devonport, Tasmania, 7310.

Fair Isle 1943-45, Radar Station: Colin

difficulty reading normal type.

Navy News on tape

Navy News is available free of charge on tape from

Portsmouth Area Talking News for those with

For more details, contact 023 9269 0851 and leave a

message on the answerphone with a contact

telephone number. No special equipment is required

to play the tapes, which are standard 90-minute

Donaldson seeks anyone who served at Fair Isle. Contact him at 20, Hollins Green, Middleton, Manchester M24 6EL, tel: 0161 643 2796, email: colin@hollins20,snet.co.uk HMS Ganges, Benbow 28 Mess 1964-5: Seeking mess members for 40 year reunion. Contact Shiner Wright, 5, Park Farm Rd, Waterlooville PO7 5HN, tel: 023 9264 1106, email: WrightLipoloss@al.com

HMS Ganges, Benbow 28 Mess 1943-5: Seeking mess members for 40 year reunion. Contact Shiner Wright, 5, Park Farm Rd, Waterlooville POT 5HN, tel: 023 9264 1106, email: WrightLipgloss@aol.com
HMS Heron: John (Tug) Wilson seeks anyone he served with 1965-70. He was REM(A) on 766, 700P, 767 Sqds and Tower Radio Sect. In particular Geoff Aylett (wife Jane, son Justin), John James Clarke (wife Shirley nee De'ath, daughter Trish), Nick Feriday (MQs Ilchester) and Mick Cliff. Contact John at 161, Brewer Rd, Forrestfield, W. Australia. 6058, fax: +61 89 454 6269, email: panpac@comdek.com.au
Tom Cunningham joined Ganges 1968, served Aurora, Ajax, Naiad, Ark Royal, Yarriton, Warrior, Brilliant, Tom wants to contact shipmates; contact him at 624 Ridge Trail Drive, Columbia, South Carolina, 29229, USA or email: tcunnin/39@aol.com
Edward (Ted) Chinnery was Slim Johnston's oppo at HMS St Vincent, on board Implacable and Burghead Bay. Ted was also Slim's best man in 1959 but they have lost contact. Last known address Weymouth. Any info to Bill (Slim) Johnston, 7, Hopegood Close, Charlton Marshall, Blandford DT11 90A, tel: 01258 480791 or email: bill@bjohnston.in2home.co.uk
HMS Raleigh, August 8 1972 Intake, Benbow 28: Seeking others like Marty Pryor (Portchester), Jock McCann (Coatbridge), Talf Mingher, Tom Lee, Simon Bull. Also anyone from 845, 5FO Mess HMS Hermes, from Jan 1974, Rick Shaw (Billingham), Deano (Oxford), DJ. Contact Tony (Soapy) Watson, 2 Aspen Close, Market Weighton YO43 3Bb or email: wheely@soapy.karoo.co.uk
Maralinga - South Australia - HMS President: Seeking all commissions 1956-66, RN and RAN, Electrical and Engineering staff, Harry Vacey, Dave Everitt and the rest. John Austin: jaustin@idl.net.au
Gavin (Seth) Woodhead seeks old shippers from HMS Birmingham, Joined tail end of refit 1987 to WiGS '90. Contact Gavin at 181577 or email: gordononeili@enthworld.com or John Austin: jaustin@idl.net.au
Gavin (Seth) Woodhead Seeks old shippers from HMS Birmingham, Joined tail end of refit 1987 to WiGS '90. Contact

at: Hediards@yahoo.com
Graham (Taffy or 8FG) Davies seeks
anyone who served with him 1963-75, especially Jan Doherly (of Penzance) who served
in HMS Glamorgan and Cambridge with him.
Also spent 18 months at Tombeau Bay
(1964-66). Contact Graham at 51, King
Street, Peterhead AB42 1TA, or ernail at
oraham davies10@hotmail.com

graham_davies10@hotmail.com Ex-Wren Trish Kington (1974-79) seeks anyone who remembers her or served with her at HMS Drake, RNAS Culdrose, HMS Neptune and Naples, Contact Trish Debenham, Ney-Arriba, King St, Bradfield, Manningtree, Essex, tel: 01255 870826 or email: Deb101@btinterret.com

HMS Ganges Drake 320/321 classes

former members of both bands from the 1950s and early 60s with a view to a possible reunion and 'rig-up'. Contact Peter at 15, East Mead, Pagham, Bognor Regis PO21 4OT, tel: 01243 265901.

HMS Caledonia: RN Engine Room Artificers (Boilermakers), passed out May 1955, Mick Price seeks Mike Brearey, Mick Burchett, Brian (Coffee) Camp, Taff Eynon, Roy (Stokes) Surrage and Dan Rayner for reunion; tel 01752 812296.

HMS Ganges 1959: Were you in 19 Recruitment joining Ganges Annexe on January 67 if you are interested in a reunion contact Bernie Harper on 01329 665153

HMS Loch Alvie 1957-8 Commission: Bob 'Smudger' Smith seeks John (SBA), surname forgotten, married to Jo. John's parents lived in a cottage in Hastings Park. Would anyone from this commission ring Smudger on 01604 646457.

Smudger on 01604 846457.

HMS Dainthy Association Standard was dedicated in May at Liverpool. The Association is expanding rapidly, and former shipmates of all commissions are sought. Contact Peter Hillman, 15. East Mead, Pagham, Bognor Regis PO21 4QT, tel: 01243 265901.

HMS Triumph: Would anyone serving during 1947-8 who might have known and has a contact address for PO/RM JGI Mackay (Radio Meck Pos) please advise Mrs V. Ritchie, 38, Orchard Brae Ave, Edinburgh EH4 2HN, tel: 0131 332 7536.

Over to You

HMS Albatross: Michael Bilton seeks surviving members of the crew of HMS
Albatross at the time of the D-Day landings
until she was badly hit by enemy action.
Contact Michael at 1, Auckland Road West,
Southsea POS 3NY, tel: 023 9229 8384.

Contact Michael at 1, Auckland Road West, Southsea PO5 3NY, tel: 023 9229 8384.

Uckers: Some time ago Dr Bernard Archer was sent a copy of the rules of Uckers, which he had never seen written down. They varied from those passed down by his father and those of other personnel. If anyone knows any variations could they send a copy of the rules to him for collation. Contact Dr Archer at 1, Fairfield Grove, Buttershaw, Bradford BD6 2LU.

Henry Maund, born Merthyr Tydfil, March 22, 1922, joined the RN in April 1938 at HMS Ganges and known to have served in various ships until HMS Minos at Lowestoft 1941. From this point nothing is know up to demob in 1947. If anyone knows of him, contact Debbie Maund, his grandaughter, on 01865 405751 or email: debbie.maund@mhelt.com Eric Turner, ex-OA 1947-69: Eric, thanks for writing but you omitted your address, apart from a Glasgow postmark. Please get in touch again. Contact Sam Spooner, 37 Manor Rd, Sudbury CO10 1PB, tel: 01787 376028.

John (Charles) Frederick Lennox, Lt

Spooner, 37 Manor tel: 01787 376028.

John (Charles) Frederick Lennox, Lt RNVR: Alexandra Wilsher's (nee Lennox) father arranged for her to be christened on board a ship which was called into active duty at the time of the christening (around D-Day 1944). Can anyone tell her the name of the ship, its class or pennant number or other details and officers? Contact Mrs A.P. Wilsher, 75, Cowper St, Hove BN3 5BN.

HMS Rockingham: Mrs S, Franks seeks into on Ronald Gant, a family member who died aged 19 on September 27, 1944, when Rockingham strayed into minefields off the East Coast, and struck a mine. He was born at Hintlesham, Ipswich. If anyone remembers him, contact Mrs Frankis, 24, Church ohn (Charles) Frederick Lennox, Lt

cassettes.

Crescent, Sproughton, Ipswich IP8 3BJ.

10th Escort Group: Peter Muller's father's submarine U-989 was sunk by HM ships Braithwaite, Loch Dunvegan, Loch Eck and Bayntun (10th Escort Group) on February 14, 1945. Four men were rescued, and Bayritun (10th Escort Group) on February 14, 1945. Four men were rescued, (Neutzling, rescued by Loch Dunvegan, died that day, V. Roitberg, Bauer and Ernst Tearllen, rescued by Bayritun, died on the 15th). If anyone has any recollections of this incident could they contact Peter Muller, 24539 Neumunster, Marienweg 8. Germany HMS St George 1944-45: Seeking information concerning Lt Evans, the Divisional Officer for 44 and 144 classes at HMS St George. Contact M. Austin on 01604 863960. HMS Ceylon 1945: Stephen Griffiths seeks anyone who served in HMS Ceylon with Peter Peel, his wife's father. Contact Stephen at 19, Marley Road, Poynton, Cheshire SK12 1LY, or email: magoogriff@hotmail.com

RFA Resurgent: Did you serve in the vessel or her sisters Retainer, Reliant or Resource? Charles Brown is trying to build a model of Resurgent out of photos, and has two side photos, but needs a photo or drawings of the upper decks A netter or reunbines of the period of the process A netter or reunbines of the upper decks A netter or reunbines of the period of the period of the upper decks A netter or reunbines of the period of the perio

two side photos, but needs a photo or drawings of the upper decks. A pattern or rough nand-drawn chart would be appreciated. Contact Charles at 2b, Sintra Apartments, Bilbel Str, St Pauls Bay, Malta, SPB 06. HMS Defiance 1917: Ian Turner has a

small wooden cross with a brass plate inscribed HMS Defiance 1917. He would like to know all about this Defiance and any history about it. Contact I an at 4, 5t Georges Rd, New Lambton, 2305, NSW, Australia.

Rd, New Lambton, 2305, NSW, Australia S/Lt Maurice Maggs FAA (Pilot): Does anyone have any info on this officer, believed killed in an air crash in Scotland? Possibly from Lossiemouth. Contact Brian Hazelwood on 02476 742153.

Belvoir Park, Armaments Depot, Co. Down 1939-45: Researcher wishes to hear from anyone, or their descendants, who

Navy News Online carries updated reports and background material, as well as a selection of articles from this edition of the paper. There is also a gallery of photographs, some of which have not been published in the paper. Check the website at

www.navynews.co.uk

served here. Of particular interest is photos of the Belvoir Park demense, Belvoir Hall (the billets) etc. Contact Jim Ginn, 37, Kirkliston Park, Belfast BT5 6EB or tel: 028

PO24 7202 (day) or 028 9065 8453 (home).

HMS Balder, LST 3514 1944-45: Any into about this vessel is sought by H.A. Biggs, 'Ripstowe', Coggleshall Rd, Bradwell, Braintree CM7 8ED, tel: 01376 562793, fax: 01376 561608.

Frederick Marrison: Sydney Haskell Frederick Marrison: Sydney Haskell seeks Fred, an old schoolboy chum Irom Catford. Fred contacted Sydney in 1945-46 to ask him to be best man at his wedding to a Wren whose father had a shoe shop in Hull. Sydney moved to South Africa in 1947 where he married an English girl from Bournemouth. Contact Sydney at 1, Connock Park, Main Road, Fish Hoek, 7975

Lt Cdr D. Mansfield RNR, is believed to Lt Cdr D. Mansheld KNR, is believed to have been the first CO of K474, HMS Foley. Has anyone any info regarding his subsequent career? Contact A.R. Salter, 59, Holme Grove, Burtley-in-Wharfedale, Ilkley LS29 7QE, tel: 01943 862318.

Stoker PO Alf Nicholson (Nick): Terry Nicholson is researching his late father?

Nicholson is researching his late father's naval career from 1941-47. He served in naval career from 1941-47. He served in HMS Bridgewater in 1941 and HMS Blencartha in 1947; he also mentioned his service on the Russian Convoys. If anyone knew him or any other ships that he served on please contact Terry Nicholson, 145, Alexander Drive, Cirencester, Gloucester GL7 1UQ, or email: terry.nick@virgin.net

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Drafty Worfore Branch

Killick shortage could be your chance to shine

O SERVING readers of this article can be unaware of the overall shortage of 344 Warfare Branch leading hands, and the effect that it is having on all units of the Surface Flotilla.

All at Commodore Naval Drafting are acutely aware of the particular problems that this shortage is causing, manifesting itself in shortening duty rosters and additional workload.

Unfortunately, the situation is not going to improve much within the next two to three years, and we are going to have to manage gaps as best we can.

Balanced against the Warfare shortages is the need to be fair and consistent when con-

Any AB trained ship's diver as a safety diver for the Emergency Underwater Escape Unit (Dunker) at RNAS Yeovilton from November for 18 months

Any AB for security duties at RNAS Yeovilton from now for six months (shore draft).

sidering requests for branch transfers out of Warfare. Be assured each case is, and will continue to be, looked at on its merits.

As a general rule, taking into account the investment already made in training OMs, it is not unreasonable for ratings to have at least completed one full sea draft as an OM1. On the other side of the coin, it is very encouraging that on average we process about a dozen requests each week for ratings to withdraw their 12-months notice.

However, every cloud has a silver lining, and if you are an OM1, this could be your opportunity to make a name for yourself - or at least get yourself promoted.

With the exception of divers and seamen, there is not a single Warfare Branch specialisation that has sufficient numbers of personnel to meet the requirement. In Old Speak – all rosters are DRY. Therefore, if you complete your task book and get yourself qualified, you have an excel-lent chance of early promotion.

The bald facts are that the shortfall in the specialisations is: UW/S, 49 of a requirement for 205; EW, 49 out of a required strength of 141; MW, nine short out of 72; AWW/M, 46 short out of 244; AWT/R, 76 short out of 274; Comms, 114 short out of 403; and SR one

The requirement for 77 Divers is in surplus by six, and there are four more than the needed 109 in the Seaman specialisation.

Apart from the obvious benefits of promotion, more money, killick anchors on your shoulders, better choice of bunks in the mess, you will also benefit from a better sea-shore ratio. This should give you longer ashore and greater personal and fam-

Talking of money, the LOM Financial Retention Incentive (FRI) was very well received, and many LOMs have taken advantage of the £3,000 bonus. However, the second phase of FRI has not, as yet, had the same take-up.

Remember that the second part of the scheme makes the same £3,000 bonus avail-able to all Warfare Branch OM1s and ABs on passing their Provisional Professional Examination and passing in all respects for leading hand.

Royal Navy Defence Council Instruction 124/00 has all the relevant details. And under Pay 2000, of course, Warfare Branch and Source Branch Ops and WEMs move to the higher pay table on promotion to leading rate. So start studying now. Get hold of that

He WARFARE BRANCH SHORT OF 344 LEADING HANDS

'Are they playing hookey?'

DCI and, if in doubt, check the details in a further signal from NMA Portsmouth WAW/IAV dated 011530Z Dec 00

The current D1 drafting team is:

D1 - Cdr Steve Turner, Drafting Commander and

O Appointer.

Office manager – CPOWTR Billy Bingham.

Admin assistant – Amanda Simpson.

D1A - Lt Cdr Tony Woodruff (R, M, WA, AWT, AW, AWW).

AD1A - POWWTR Lorna Morgan (M, R, AWW, AWT(S/Rs), WA all rates).

LWWTR Jo Stocks - OM(AW)1/2.

LWTR Dean Chataway – LOM(AWT), (AWW). OM(UW) Stan Harvey – Admin/OM(AW)2. D1B - Lt Cdr Derek Long (S, SEA, D, EW, SR,

UW, MW, SE(S)).

LWTR Gary Thornton – JR UW, S.

LWWTR Tracy Bale – JR SR, MW, D.

ALWOM(EW) Nicola Sowden – JR EW, SEA, SR. D1C - Lt Cdr Bob Villier (Comms, CT, Tel, WEM). POWWTR Helen Wright - SR Comms. LWWTR Kathryn Reeves - JR Comms. OM(C)1 Dale Dreye - OM(C)2. POWTR Paul Lindley - SR WEM. LWEM(O) Andy Kay - JR WEM.

UN medals for Britons get seal of approval

THREE medals for separate UN peacekeeping missions have been approved by the

Queen to be worn by British Service personnel. They are the MONUC medal for sevice with the UN observer mission to the Congo from November 30, 1999; the UNMIK medal for service with the UN Interim Administration in Kosovo (from June 10, 1999); and the UNOMSIL and UNAM-SIL medal for service with the observer or advisory missions in Sierra Leone from October

Regular and Reservist members of the Services who completed 90 consecutive days' service in one or more of those regions are eligible for the relevant medals.

In addition, the Queen has approved a cut from eight to of the Clasp to the Cadet
Forces Medal (which is awarded
after 12 years' service).

Details about all four awards

are published in Joint Service Defence Council Instructions 107-110/01.

Search on for Whittle champ

THE ROYAL Academy of Engineers is inviting nominations for the 2002 Sir Frank Whittle Medal. The medal will be awarded to a UK engineer who has made an exceptional, sustained contribution to novel developments in international transport.

For details contact Jennifer Lindley on 020 7227 0523 or www.raeng.org.uk



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CAR FACTS

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(braked).





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EXPORT

The Sport is the three-door model, as opposed to the five-door estate, but unlike most of the other 'lifestyle' 4x4s, it is roomy and has a robust feel, with the body mounted on a ladder chassis.

At £18,995, it is some £2,500 less expensive than the lowestpriced Land Rover Freelander three-door V6, yet boasts 27bhp more for gutsy performance. It is capable of 0-60mph in just 9.6 seconds, and a potential top speed of 114mph where permissible.

114mph where permissible.

A bonus of this muscle is that it can tow a braked trailer such as a caravan or boat weighing up to 2.4 tonnes, and standard roof rails can carry a load of up to 100kg on road – 60 if venturing on to the rough stuff.

The down side is that it can be rather a thirsty beast, returning only about 16mpg around town, 21.4 on the combined cycle.

In general use the five-speed manual transmission drives just the back wheels, but if the going gets tricky, the touch of a dashmounted button brings the front axles into play as well, at speeds of up to 62mph – and if it's that tricky you probably won't be travelling so fast!

That said, the Frontera Sport handles well on the road, with wide track and beefy tyres on smart, six-spoke, alloy wheels. There is none of the roll found in many 4x4s.

The body styling is sporty, with a metal cab over just the well-bolstered front seats and steeply raked pillars behind the front doors, and then a fixed, resin hardtop over the back seats and luggage bay.

For safety there is a stout roll-

For safety there is a stout rollcage behind the rear seats, but one down side of this styling is that small passengers in the back don't get much of a view through those raked pillars.

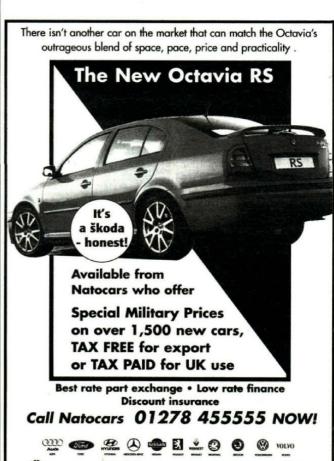
The specification is what one comes to expect these days in this price bracket, with air-conditioning, anti-lock braking and a trip computer using the high-level audio display separate from the audio unit.

This is part of Vauxhall's acclaimed security which includes remote, double central locking and alarm.









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www.navynews.co.uk 50 NAVY NEWS, SEPTEMBER 2001



RN win polo prize after 104 year wait

A NAVY polo team broke a 104-year duck by winning the annual Captains and Subalterns polo tournament at Tidworth.

The Navy side, captained by Lt Cdr Adrian Aplin, beat the Queen's Royal Lancers 4-1 and 3rd Division 3-2 on the first day to set up a final showdown against the Royal Military Academy Sandhurst.

And it was the Navy who won the hard-fought final

by 7-3½.

The victory was particularly sweet for Lt Cdr Aplin, who has competed for the trophy for the past 11 years, and for whom this was the last chance - tournament rules only allow one Lt Cdr/Maj in each team, and Adrian has been selected for promotion to Commander.

Squash offer at South Bank

AS PART of a recruitment drive, new members who join the Civil Service Squash Club before June 2002 pay only a £10 subscription for the year's membership.

The club uses the facilities at

the London South Bank Club in Wandsworth Road, and professional coaching is available. Details from Allan Buchan on 020 7270 8972 or email allan.buchan@maff.gsi.gov.uk

Sultan are top at clay shoot

THE HMS Sultan team won the RN smooth bore trophy at the annual clay pigeon competition held at Sir Donald Gosling's

The field of 17 teams raised more than £20,000 for Naval charities during the event.

Lady Essenhigh, wife of the

First Sea Lord, presented he tro-phy to team captain Mick Beaton (Armoury workshop), watched by team members LAEM Morse (MASU), MEM Ross, Lt Weaver and Lt Routledge (HMS Sultan).

Squash team places at stake

PORTSMOUTH Navy Squash Club, based at HMS Temeraire, currently fields two teams in the Hampshire Leagues – and is happy to hear from any serving personnel from all three Services in the area, as well as ex-RN per-

Membership is free, and club

night is held on Mondays Team trials will be held on Monday September 3 and 10 prior to the start of the new league sea-

Establishment-level (or above) players who would wish to be considered for the Portsmouth Navy teams are encouraged to attend these trials.

Contact Cdr Chris Lightfoot on PNB 20063 or CCWEA Pete Jukes on PNB 24973.

Bowled over

FLEET Support Ltd beat the Naval Base Commander (Portsmouth) team at bowls – and promptly presented an annual tro-phy. The FSL team won 63-41.



 LPT Mick Breed is flat out at the end of a gruelling 800m race in which he was beaten to the silver medal on the line.

No golds, but plenty of heart

THERE were no gold medals for the Navy's athletes at the inter-Services championships, but the Dark Blues proved no pushover, writes Lt Graeme Riley.

The fighting spirit was no more evident than in the men's 400m, where LPT Gary Ibbotson (HMS Raleigh) obviously recalled last year's onelap hurdles race, when he led into the home straight, only to be caught in the final strides.

This year a new strategy so near-ly paid off. Coming round the sec-ond bend in fifth place, he carved through the field, but his lunge for the line was a fraction too late, and although he recorded a personal best, he was denied gold by 1/50th of a second.

Mne Wayne Dashper (HQRM)

also had hopes of going one better than last year to take gold, but he failed to match a mid-race break by an Army runner and had to settle

While the Navy continues to be the poor relation to the Army and RAF in pure athletics terms, many of the results have to be viewed from a different perspective to see their true quality.

The 400m hurdles is a case in

point - a technical event where the strides to each hurdle are rehearsed to the point that an ath-lete could almost run the race blindfolded.

Now try to prepare for this on the flight deck of a frigate at sea. This was the preparation LPT Edwards (HMS Richmond) took into the race - yet he still came away with a second place.

This determination to make the best of the facilities available, and the heart to give your all when it really counts, are qualities which should see Brum pick up more medals in the future.

The same can be said for S/Lt Laurie Evans (HMS Grimsby). With third place in the 400m hurdles last year, Laurie could have been forgiven for thinking her



LWPTs McAllister (left) and Zoe Hambly in the 100m.

chances were remote after a year in

HM ships Montrose and Grimsby.
But not only did she go one better by claiming runner-up spot in the 400m hurdles, but she also took

silver in the sprint hurdles as well. LPT Mick Breed (DMSTC Aldershot) has been dogged by injury over the past year, but seems to be returning to his best form.

His third place in the 800m was another example of determined running as he gritted his teeth down the home straight in a battle

for silver, missing out on the line.

There were other medals in the field for LWPT Kate Mobley

(RNAS Culdrose) and OC Rob Weston (BRNC), second and third respectively in the triple jumps. Lt Jamie Summers repeated his

performance from last year by picking up bronze in the hammer. The athletics focus now shifts

towards the winter cross-country season, which begins next month with the Hampshire League at Farley Mount on October 13 and the Westward League at St Austell

Full details can be obtained from Cdr Davies (9380 23994 – Hampshire League) or Lt Riley (9352 33293 – Westward League).

CO takes chess title on home territory

COMMODORE Laurie Brokenshire obviously felt at home at this year's Combined Services chess championships.

The Commodore won the Royal Navy trophy at the event, held at HMS Raleigh – where he is the Commanding Officer.

Although describing himself as "an occasional player", Commodore Brokenshire pro-duced an excellent score of 4.5/7, losing just a single game to the Championship runner-up, Sgt Alec Toll (RAF).

Raleigh hosted 36 competitors, ranging from International Master

ranging from International Master to Novice, in a seven-round Swiss pairing event, when players with like scores meet providing they have not played before.

All three Services competed for their respective Service trophies, as well as the grand title, which was won for the tenth time by Sgt Andy Hammond (RAF).

Ex-Service personnel and MOD civil servants competed for the Victor Ludorum trophy – while

Victor Ludorum trophy - while also at stake were places on the Combined Services team for the NATO champion ships, due to be held in San Remo in Italy.

This year saw the amalgamation of the three individual Service organisations to a Combined Service Chess Association, and they are keen to sweep up as many RN, ex-RN and RN MOD civil servants into the new group as possible.

For further details, contact CRS(SM) David Ross on 9360 43024, 0191 217 0491, or email davide.ross@tesco.net

Awayday blues for league side

The NAVY'S first away rugby league fixture of the season took them to the heartland of the game for a contest with the Civil Service.

Prior to the match, the Navy squad used HMS Forest Moor's excellent facilities in North Yorkshire to prepare, before crossing the Pennines to Bolton

for the game itself.

Despite missing several regular first team players the Navy showed more purpose from the kick-off than in previous games, but the Civil Service drew first blood with

The Navy quickly replied when a kick was collected deep in their own half and quickly taken into opposition territory before Sgt Chris Williams took the ball and sliced through the defence to score

near the posts.
MEM Buck Taylor slotted home the conversion to level the scores.

Increasing pressure from the Navy brought a penalty goal, again scored by Buck Taylor, and the lead changed hands twice more before the break, with Buck Taylor notching a try to make the half-time score 12-10.

The Civil Service scored first in the second half, then both sides probed at the opposing defence without troubling the scoreboard until Buck Taylor levelled the scores at 14-14.

But a series of handling errors by the visitors in the final quarter allowed Civil Service scrum-half John McAteer to score two tries, putting the game beyond the Navy's reach at 24-14.

The final fixtures of the season are the inter-Services matches against the RAF at Uxbridge (September 14) and the Army at Burnaby Road (September 21), with the Navy having high hopes of a winning finale.

More questions than answers after def

NAVY selectors were out in force at Fulford Golf Club for the annual match against the Civil Service, writes Navy golf secretary Cdr Gary Skinns.

The encounter is traditionally the final event before the inter-Services championships, and as many as eight players on view were vying for a place in the side that will defend the title at the same venue in mid-September.

Unfortunately, the RN team were unable to repeat last year's success in the corresponding fixture, and the selectors were left with more questions than they had before the match.

All started well in the morning foursomes where, although the RN suffered narrow losses in the top two matches, the bottom half of the draw produced some gutsy performances to send the team to lunch with a 3-2 lead.

There was a particularly sterling effort from the project of California Sterling of California Sterli

the pairing of Cpl Nigel Small (Cdo Logs Regt RM) and OM Paul Lambert (HMS Vigilant), who had hung on to their opponents gamely to be all square on the final tee. Lambert, having just returned from sea, was struggling to find form, but produced an excellent drive up the

Small then hit the shot of the day, a long iron to three feet to eagle the hole and secure a com-

mendable victory.

Other foursomes winners were the pairings of LWEM Alistair Westbury (DCSA St Vincent)/LMA Scott Gilbert (RH Haslar) and Lt Guy Norris/LWEA Al Shearer (HMS Nottingham).

With the opposition boasting one of their being two – the afternoon singles were always going to be difficult.

However, despite some determined effort, the opposition strength really took effect and sadly, the RN players had but two halved matches from Norris and Westbury respectively to

show at the end of the day.

The WA Consultants Challenge Trophy therefore passes back to the Civil Service - with the promise of it merely being on loan until next

The match did give many of the RN inter-Service team an early chance to see the course prior to the main event of the year.

Despite the conditions being atrocious for the majority of the day, the players will have gained significant benefit from increasing their knowledge of this excellent course.

Until recently it was the venue for the Benson and Hedges International on the PGA European Tour, and is probably best known for

Bernhard Langer's shot from the branches of a large tree by the side of the 17th green.

Navy golf now enters the most important phase of the season, with both the ladies' and men's inter-Services taking place within two weeks of each other.

The ladies' event is at Cumberwell Park, Bradford-on-Avon, Wiltshire from September 3-5, and the men's competition days are September 18-20. All support would be most

Squash date set

THE 2001 Royal Navy squash championships will be held at HMS Temeraire between October 19-21.

Players of all standards are welcome. Events include men's singles, men's under-25 singles, men's doubles, men's veterans (over 40 on October 19), men's vintage (over 50 on October 19) and plate trophy.

Entry forms from establishment and ship PTIs or from the Secretary RNSRA, Lt Cdr D.M. Cooke, HMS Temeraire, Burnaby Road, Portsmouth PO1 2HB, tel 9380 23741 or 023 9272 3741. Entries should reach Lt Cdr Cooke by Friday, October 12.

Current

PTIs have

the edge

their predecessors.

- a local rule!

cts still in hand.

the winning runs.

take over the reins.

FOR THE first time in three

years, the current crop proved to

have the edge in the annual crick-

et clash between serving PTIs and

Played at HMS Dryad, the

The ex-serving PTIs were all out

game was a close affair, with many

making the 25 and having to retire

for 143, a tricky target, but the

youngsters stuck to their task and

matched the score with two wick-

The victory charge was led by WO(PT) Duncan Roberts (25*)

and POPT Henry Cooper, while

the partnership of CPOPT Dai Whitehead and LPT Sean Cole hit

This marked the last year that

Geoff Osbourne would captain the

ex-serving side, as he is heading off

to the United States. Ian Rees will

Aussies are

for Services

too strong

THE COMBINED



Winner is so close to the star prize

THE WINNER of the 16th RN Divers golf championship might have taken the honours – but he was agonisingly close to an even bigger prize.

After nearly ten years, Lt Tug Wilson won the title by one shot, scoring 151 over the two rounds at the Southwick Park club.

But at the par-three 17th he hit the flag with his tee shot - and had it dropped into the cup, Tug would have been driving home in an MGZ car, the top prize for a holein-one.

Another competitor was just four inches from the hole, but the car, and a series of other prizes, including holidays, at other parthree holes were unclaimed.

Helped Mediterranean weather conditions, the competition attracted a record 126 entries, presenting officials with a major headache in sorting out the scores at the end of the day.

Second in the main competition was CPO(D) A. Wheeler, with PO(D) W. Sharp crowned Fullerton Sherwood Stableford champion.

First and Second Division winners were ex-CPO(D) E. Pattinson and ex-AB Diver K. Keable, scoring 77 and 75 points respectively.

The Crookhorn Steelers won the Solent Divers team trophy, and PO(D) W. Sharp and ex-Leading Diver S. Silcox won the

Cdr Tony Podmore was the Guests First Division winner, and ex-Lt Cdr J. Coggins won the Veterans' Trophy, played over 18

The prizes were presented by Cdr Chris Ameye of the Defence Diving School, and the raffle helped raise £300 for AB Diver Eddie Silcox, who recently underwent surgery to remove tumours from his brain.

The following supported the event: Haskel Energy Systems, Solent Divers, Carleton Solent Divers, Carleton Technologies Inc, MSI Defence Systems Ltd, Molecular Products, Divex, David Williams Engraving, O'Donnel's Bar, Oban, Key Transport Services, Vic Anderton

Switch to snow no problem

SKIERS from HMS Cumberland, recently returned from the heat of the Gulf and India, made an effective switch to snow in order to win a top prize at the RN Artificial Ski Slope championships.

Held on real snow at the Snozone complex at Milton Keynes, the event took the form of a series of slalom and head-tohead dual slalom races which tested skiers and snowboarders from across the Royal Navy and Royal Marines.

Cumberland's team of four performed well in the individual slalom, winning the Minor Units title, and also provided the backbone of the Plymouth Command team which lost narrowly to Naval Air Command in the dual slalom

event. Two of the frigate's team 2 Lt Cdr Alex Bark and Lt Gavin Jappy - have been selected for this winter's Royal Navy ski team. CMEA Andy Beddard and MEA Adam Hawkins completed Cumberland team.

Kent links up with the Gills

THE NAVY'S newest operational warship has forged a new link with a First Division football club.

Following initial links when HMS Kent visited the county, a Gillingham youth team travelled to Portsmouth to take on the frigate's football side, accompanied by the club's commercial and public relations manager John Evans, who spent nine years in the Navy. Before the match John presented LPT

Howe, of HMS Kent, with a new home kit

for the sailors.

The Navy side soon realised they would have their work cut out. Already weakened by key players being away on leave or taking courses, they had to play without influential central midfielder PO Paddy Maunder, who was knocked off his bike the night before and suffered a dis-

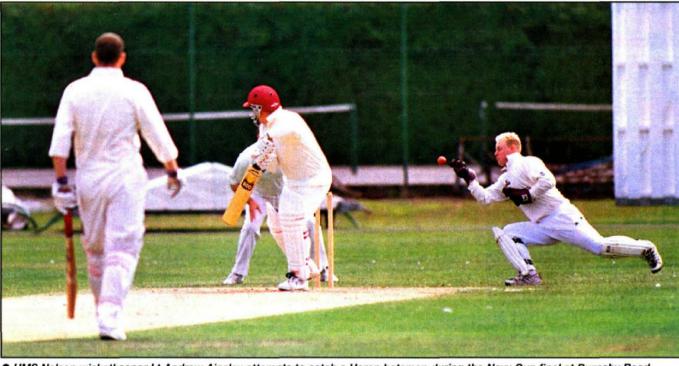
located shoulder.
Despite Paddy's encouragement from the sidelines, his team-mates struggled to cope with the Gills' stars of tomorrow.

Jones Awuah grabbed a hat-trick as the visitors rattled in seven goals without reply, although OM Jamie Beckley and

STD Pony Moore went close.

HMS Kent has now deployed to the Gulf, where the football side will spread the word about Gillingham while playing

Photographs and match reports of fixtures the ship plays on tour will be sent back to the UK to feature in the Gills' match day programmes.



HMS Nelson wicketkeeper Lt Andrew Ainsley attempts to catch a Heron batsman during the Navy Cup final at Burnaby Road.

Champions routed

NAVY cricketers' confidence going into the inter-Services competition proved unfounded as the reigning champions lost both their matches to finish

bottom of the pile.

The first day at Burnaby Road saw the RAF restrict the Army to 176-7 in 50 overs. With the wicket drying and a heavy roller used between innings, the experienced RAF openers got their team off to a flying start, and the airmen reached their target in the 39th over with eight wickets in hand.

On the second day the Navy invited the Army to bat on a damp wicket, and with the home bowlers keeping up the pressure the Army struggled to 111-7 before heavy rain forced the abandonment of

the game.

The Navy again won the toss on Day 3 and put the RAF in. Despite a very early breakthrough, when RAF captain Mark Bray fell to the second ball of the day, the RAF built up momentum and finished on 181-9, with LS Steve Miles

Confident of bettering a scoring rate of less than four runs an over, the Navy got off to a shaky start, the Navy got off to a shaky start, losing two wickets with just 15 on the board. Accurate seam bowling from SAC S. Sergeant (6-32) prevented the RN batsmen from settling in, and only Lt Peter Andrew (22), skipper Lt Paul Snelling (18), new cap PO Gary Braithwaite (22) and Lt. Cdr Chris Slocombe (11) and Lt Cdr Chris Slocombe (11) managed to get into double fig-

ures.
The Navy could only manage 92 in 36 overs, 89 short of the new champions, the RAF.

The spare day was invoked to complete the tournament, and again Paul Snelling won the toss and asked the opposition to bat -but this time the Army batsmen proved more difficult to winkle out and their side amassed 263-6 off their 50 overs.

The Navy were quickly into their stride, with opener LPT Mark Toogood smashing a rapid 71 off 59 balls while Paul Snelling (28) played an anchoring role at the

other end. AEM Steve Robinson (75*) maintained the attack, but when Snelling fell Robinson started to run out of partners until the arrival of Steve Miles at 185-8 off 44 overs, with a target of 11 runs an

the Navy fell short by 24 runs.

New Navy caps were presented to the following during the tournament: Mne Stuart Phelps, AEM Steve Robinson, PO Gary Braithwaite, Lt Cdr Guy Lewis and

Low score proves more than enough

A SCORE of 103 in the Navy Cup cricket knock-out final did not look nearly enough for Heron to take the title from holders HMS Nelson – but the air station's bowlers had other

With dark clouds threatening throughout, Heron struggled to a paltry 103, with Lt Cdr Chris Slocombe (31) and CPO Paul Barsby (29) providing most of the runs, while Lt Cdr Guy Lewis netted 4-16 for Nelson.

But when the home side came to the crease they found the Heron bowlers too hot to handle. Lt Cdr Slocombe bagged 6-11 and CPO Barsby 2-20 as the holders were skit-

2-20 as the holders were skit-tled out for just 80, with PO Yorkie Kitchen scoring 25, to give Heron victory by 23 runs. Simon Bateman of Allied Domecq presented bottles of rum to all the players, with a large bottle geing to man of the large bottle going to man of the match Chris Slocombe.

cruised to a win against the ECB Schools at Vine Lane, but then came unstuck against a strong Australian touring side at Burnaby Road. The Schools won the toss and elected to bat, but with an early wicket down and a combination of

nagging Services bowling and ath-letic fielding, the scoring rate was low, and the youngsters' innings closed with 176 on the board for the loss of nine wickets after 50 With places at stake for the England/Wales Under-19s side against India U19s there was evi-

dence of nerves in the field, and a steady pace was achieved by the Services batsmen, who reached 177 with five wickets in hand and two overs to spare.

Put in by the Australian Crusaders, the Services were pinned down from the start by tight bowling, and only 11 runs were on the board after ten overs at the fall of the first wicket. at the fall of the first wicket.

The home side eventually crawled to 116 for 9 in 49.3 overs

on a challenging wicket - but the tourists, in what they regarded as one of the premier matches on their tour, made a brisk start, despite losing a wicket in the third

Stands of 50 and 30 for the second and third wickets against an under-strength Services attack put them well on their way, and the Crusaders passed their hosts' target after only 28.2 overs to win by eight wickets.

The Services Under 25s had a good win against a touring Indian Academy side at Aldershot.

Arshad Ayub Cricket Academy was put in to bat and struggled to 130 in the 41st over, but the Servicemen found the mixed pace and spin attack caused them more problems than they might have expected, and they had to work hard for the 134 runs which brought them a five-wicket victory in the 33rd over.

Sports climbers to battle it out

THE inter-Services sports climbing championships, organised by the three Service mountaineering associations, take place on September 12.

Details of the event, sponsored by Cotswold Essential Outdoor, High Places and HB Climbing Equipment, are available from Lt Mick Cooke (RNAS Yeovilton) on 93510 6027 (01935 456027).

Records fall at Bisley competitions

WARRANT Officer Tom Sands has won a record fifth Queen's Medal by claiming top honours at the annual Royal Navy and Royal Marines Skill at Arms competi-

WO Sands (CTC Lympstone) took the championship after seven days of competition between 50 sailors and Royals, representing the best shots from units across the Navy, using the SA80 Service rifle. Individual honours in the Royal Navy pistol champions of the Same Lycen PM, who

pionship went to Capt Simon Lucas RM, who achieved the highest overall score in the six stages shot with the standard issue 9mm Browning pistol.

Concurrent with the individual competitions was the team event, between the Royal Marines, Portsmouth, the Fleet Air Arm, and Plymouth and Scotland - and for the first time the Royal Marines went away with the lion's share of the trophies, with the Fleet Air Arm close behind.

The final event of the single Service phase of Bisley was the keenly-fought head-to-head match between the RN and the RM for th Aldershot Cup.

This Service rifle team event pits 11 marksmen from each team, firing in precision rapid, snap and fire with movement practices, and it was the Navy which took

The final phase was the prestigious inter-Service competition, when the combined Royal Navy and Royal Marines team of eight competed against the Army and RAF using pistol and rifle. In both events the Navy team set

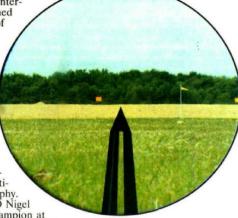
record scores but were just unable to catch the Army, though they con-

signed the RAF to third place.
Meanwhile HMS Sherwood won all but one event at the RN Reserve skill at arms competition at Bisley.

The team came first in the Roupell (Graham Challenge trophy), the Whitehead (Duke of Westminster trophy) and the pistol (Viscount Elvedon trophy) competitions, and second in the Fibua competi-

tion, securing the Cock of the Fleet trophy.

And for the ninth year in a row, PO Nigel Raddie won the Tyne Cup for rifle champion at arms, and the Vulture Cup for pistol – the only rating in the history of the RNR to achieve this.



 A Bisley marksman's view of the Bisley ranges.



SAILORS and contractors in HMS Ark Royal send special wishes to the Queen Mother for her 101st birthday. The Queen Mum launched the fourth Ark Royal in 1954 and the current ship in 1981, maintaining close links with her ever since.

The ship took the opportunity to send the message while on trials in tyhe North Sea after her extensive refit at Rosyth. The 0 in 101 was formed by workers and contractors from Babcock Rosyth Royal Dockyard which has been carrying out the work. While the £147 million refit package will not formally be complete until November, Ark was due to return to Portsmouth on August 31 – an event marked by a fly-past of Sea Harriers, RAF Harrier GR7s and Merlin helicopters.

The ship is due to rejoin the Fleet in the autumn and rededicate at Portsmouth on November 22.

Sea King pilot sent to fly with **Argentine Forces**



Lt Andrew Patterson

A ROYAL NAVY helicopter pilot is taking part in a military exchange scheme with Argentinian armed forces.

It is the first time that such an exchange has taken place since the Falklands War in 1982 when Naval Sea King pilots were in action against Argentinians in and around the islands.

Lt Andrew Patterson of 819 Naval Air Squadron at HMS Gannet arrived at Buenos Aires on July 29 to spend a week in an induction programme, including tuition in Spanish.

At Espora Naval Base at Bahia Blanca, 350 miles south-west of the capital, he has been piloting Sikorsky H3 helicopters similar to the Sea King Mk VIs he flies at Gannet.

After mountain flying in the Patagonian Andes he was returning to the UK on August 26.

The exchange is part of an inter-governmental contact scheme set up by Britain and Argentina on the resumption of diplomatic relations after they had been broken off with the outbreak of the Falklands War almost 20 years ago.

It also coincided with the visit by Prime Minister Tony Blair to the country.



Maritime power display that will offer -

A warning to men behaving badly

•HIS MONTH the main Royal Navy forces involved in the biggest series of exercises since the Falklands War were leaving Britain for a four-month deployment described by its commander as "a demonstration to anyone on the world stage who might behave badly".

Led by the carrier HMS Illustrious, the 25 warships, submarines and support ves-sels will take part in exercises in the Mediterranean and Middle East, collectively titled Exercise Argonaut.

Involving several overseas navies, the series of exercises will reach its climax in October with the major, tri-Service Exercise Saif Sareea (Shining Sword) based on

Flying his flag in Illustrious, the Commander UK Maritime Forces, Rear Admiral James Burnell-Nugent will have under his command he frigates and destroyers HM ships Marlborough, South-ampton, Monmouth and

Trafalgar and Superb.

The Illustrious group is due to leave Portsmouth on September 3 and while away will operate RAF Harrier GR7s as well as the Navy's Sea Harrier FA2s. The group will Sea Harrier FA2s. The group will be supported by RFA Fort Victoria and joined in the Middle East by Gulf patrol ships HMS Kent – which left in August – and the tanker RFA Bayleaf.

Also under Admiral Burnell-Nugent's command will be Britain's Amphibious Task Group under Commodore Andrew Miller flying his pennant in the assault ship HMS Fearless.

His group also comprises the helicopter carrier HMS Ocean, the landing ships RFAs Sir Tristram, Sir Bedivere, Sir Percivale and Sir

Galahad. Commodore Miller will have 3 Commando Brigade embarked for the amphibious phases of the exercises, and will be supported by RFA supply ships Fort Rosalie and Fort Austin and the tanker RFA Oakleaf.

Already en route for a 13,000mile round trip, as Navy News went to press, was Argonaut's mine to press, was Argonaut's mine countermeasures force – HM ships Quorn, Inverness, Walney and Cattistock supported by the fleet maintenance ship RFA Diligence. Survey ship HMS Roebuck left on August 13.

The exercises are intended to demonstrate the UK's ability to deploy, operate and sustain a substantial maritime task force, and to

stantial maritime task force, and to reinforce the British Government's commitment to the security and stability of the Mediterranean region and Middle East.

Describing Argonaut as "a big

JUST before her return to

Portsmouth on August 3 at the end of a six-month deployment, HMS Glasgow

took part in an exercise with the French frigate Surcouf off the West African coast.

HMS Richmond was also

back on the same morning after seven months as part display of maritime power", Admiral Burnell-Nugent said Britain was sending 8,500 Royal Marines and sailors to the Gulf. "It is a major operation," he said, "and we might have to put it into practice at any time, as we did with Sierra Leone.

"This is a demonstration to anyone on the world stage who might behave badly, and it is a demonstration for our own people in the Navy."

Some Argonaut ships will enter the Gulf for exercises and visits, including Illustrious. In all, over 20 countries will be visited including Oman, Saudi Arabia, the United Arab Emirates, Kuwait, Bahrain, Jordan (at Aqaba), Egypt, India and Kenya.

☐ Frigates of the Fighting Fourth – p26-27.

Tomahawk fires from Trafalgar

THE TOMAHAWK Cruise Missile system is set to achieve full operational capability with the Royal Navy after a successful launch from the attack submarine HMS Trafalgar in the Gulf of Mexico.

This provides the UK with a third Tomahawk-fitted submarine at the date originally planned and its success significantly enhances the Royal Navy's ability to deploy a continuous Tomahawk capability

The missile was flown to a target using the satellite Global Positioning System and Digital Mapping Navigation techniques over a pre-planned route to the test range at the US Air Force Page Falin in western Florida. Base Eglin in western Florida. It then made a simulated aerial

detonation above its target, before being recovered safely by para-

All mission planning and targeting data for the test flight was pro-vided to HMS Trafalgar via satel-lite communications from the Royal Navy's operational head-quarters at Northwood.

Minister for Defence
Procurement Lord Bach said:
"Tomahawk has already proved its
worth in action with the Royal
Navy during the Kosovo campaign
in 1999. The test has set a number of notable firsts. It is the first firing from a submarine fitted with the new Submarine Command System and it is also the first use of a joint US/UK version of the Advanced Tomahawk Weapon Control System software, which promotes

commonality and interoperability between the Royal Navy and US

Inquiries as two die in accidents

INVESTIGATIONS are under way into the circumstances sur-rounding the deaths of two RN personnel within a day of each

Lt David Paton, an experienced member of the Royal Navy Raiders parachute display team, crashed to the ground duringa dis-play at Whale Island on July 25. Eyewitness accounts say his para-chute had opened before the acci-dent.

Boards of inquiry will be held by the British Parachute Association, under the authority of the Civil Aviation Authority, and the Royal Navy into Lt Paton's death. The 27-year-old officer joined

the Navy in 1991 as a junior rate, and was commissioned as an offi-cer in 1998. He was studying engi-neering at the University of Southampton, and was destined to become a weapon engineer offi-

cer.
David was secretary of the Raiders, handling all the paperwork and bookings.

He started jumping with the Raiders during the 2000 season, and as a parachuting instructor at Netheravon in his spare time had completed more than 500 jumps.

This is the first incident the Raiders have suffered in 17 years of existence. The team has performed in public all over the UK, including the Royal Military Tattoo in London last year.

David's colleagues cancelled their final display of the season, at HMS Dryad, as a mark of respect.

Navy diver died during deep-water trials in Scottish waters.

The body of Diver 2 David Murray was recovered from the water off the Kyle of Lochalsh four hours after he had gone missing during an 80-metre descent on July 24.

He was a member of Portsmouth-based Fleet Diving Unit 3 which was nearing the end of a month-long mission to trial new equipment and to train in During the fatal dive he and a

colleague were diving from a sup-port vessel. A board of inquiry was

Diver Murray was married and lived in Portsmouth.

French connection



Do you recognise these men?

MOD Police at RN air station Yeovilton would like to eliminate

these men from their enquiries into a burglary at the NAAFI shop on the RN Married Quarters in Ilchester.

If you can help, please contact PC Sandy Dunning on 01935 455657 or contact Crimestoppers on 0800 555111 quoting reference number 24QC/006 200/01.





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